



UNIVERSITY  
OF FLORIDA  
LIBRARIES





D 208.3: 953/431-442



Digitized by the Internet Archive  
in 2015

<https://archive.org/details/allhands4314unit>

208.5.151

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPER5-O

329.05  
A 416

JANUARY 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1953

Navpers-0

NUMBER 431

VICE ADMIRAL LAURANCE T. DUBOSE, USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN  
Assistant Chief for Morale Services

Editor: LCDR C. J. Nash, USN

## TABLE OF CONTENTS

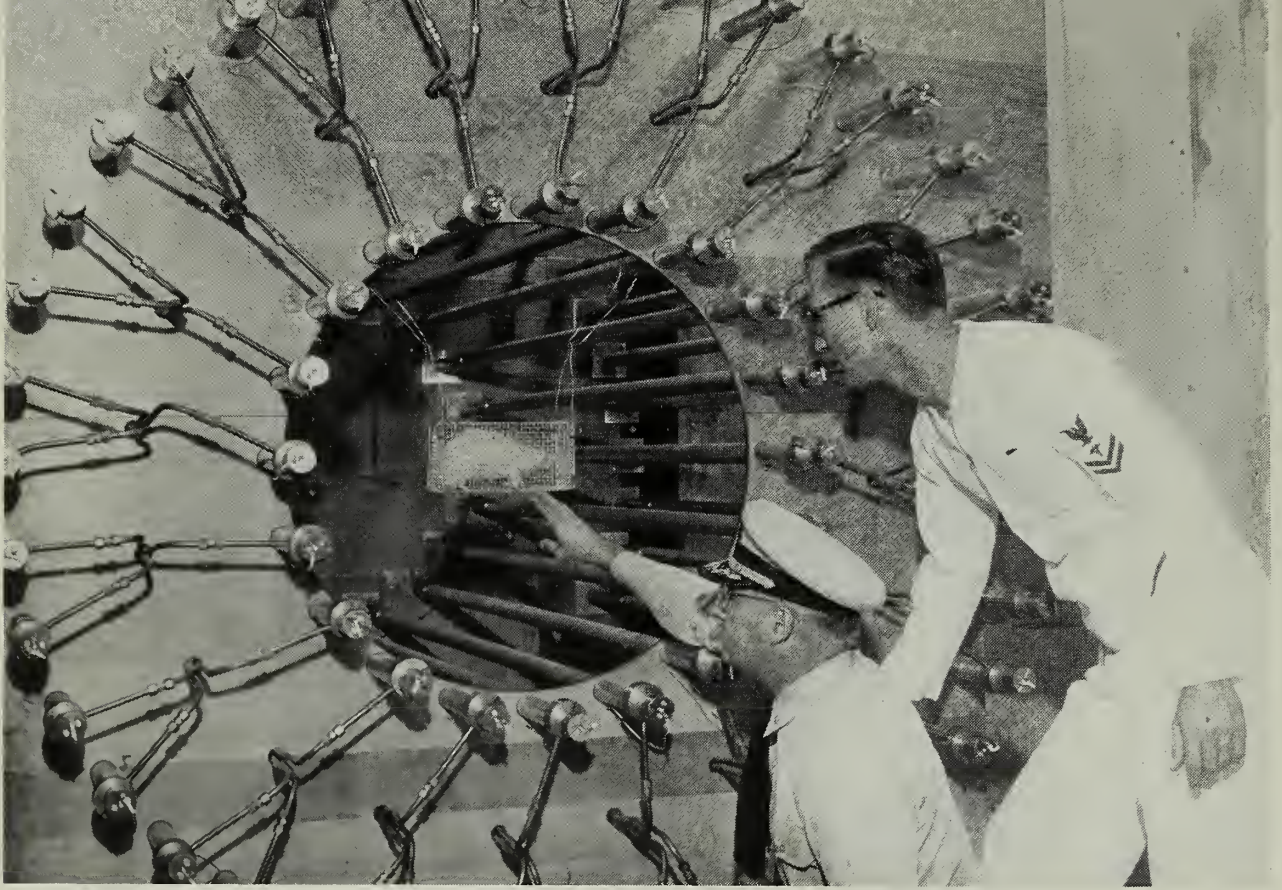
	Page
Medical Research Keeps Navy Healthy.....	2
The Word .....	6
Liberty in Japan.....	9
Learning How to Raise Ships.....	10
High Powered Ammo Hits the Spot.....	12
Flying Bluejackets .....	14
Spotlight on Reserves in Peace or War.....	15
Wizards at Wiring.....	19
A Big Step Forward: Operation Longstep.....	20
Servicewise: News of Other Services.....	22
Letters to the Editor.....	24
Special Feature	
Streamlined Sports for Shipboard Use	31-37
Today's Navy .....	38
Bulletin Board .....	43
Here's How Armed Forces Reserve Act	
Affects Naval Reservists.....	44
Release of Fleet Reservists from Active	
Duty .....	46
Basic Test Battery Helps Determine	
Navyman's Future .....	48
Directives in Brief.....	53
Decorations and Citations.....	55
Book Reviews: Novels for the New Year.....	58
Book Supplement	
Transports in World War I.....	59
Taffrail Talk .....	64

• **FRONT COVER:** Happy New Year! is the appropriate holiday greeting voiced by Thomas Baxter, YN1, USN, in this photo taken for ALL HANDS' January cover. Baxter's uniform is good indication that yeomen don't spend all their time behind a typewriter. Photo by Edward Armour, PH1, USN.

• **AT LEFT:** Helicopter from USS *Helena* (CA 75) returns to her 'home base' after rescuing a fighter pilot who was shot down in North Korea. Photograph by L. P. Keane, JO1, USN.

**CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 10 and 11 by Thomas T. Ferrier, III, PH1, USN.





GAMMA RAY GENERATOR is designed to give uniform total body irradiation, another step in atomic medicine.

# Medical Research Keeps Navy Healthy

**E**ARLY last year, at a chilly spot in the North Atlantic off the coast of Argentina, Newfoundland, a Navy doctor took off his coat and jumped into water that was ice cold — or at least the next thing to it. (Actually, it was 38 degrees.)

Enduring painful numbness, gasping for breath, he remained in the water for 40 minutes. When he was dragged out, nearly frozen, he fainted. Quickly taken to a nearby hut, he was plunged into a tub of warm water to be revived. Gradually his body warmed up again and he recovered with no ill effects although his fingers tingled for months afterward.

What was the idea of this self-inflicted punishment? Was the doctor, Lieutenant Commander David Minard, (MC) usx, trying to set a new world's record or gain admittance to the Polar Bear Club?

Neither one—although by his feat he may have succeeded in doing both. The actual purpose of the dunking was to find out how much cold a man

can stand. With this known, the Navy could better design its survival clothing and life rafts.

And that's the way it has worked out. Since that time, the Navy has ordered into production a new life raft of radical design, the Mark III, a raft that can be inflated in 30 seconds, has a canopy over the top and provides a 70° temperature inside on the coldest days with no heat source needed but the human body.

The Argentinia test and other tests like it — some conducted in the field, others right in the laboratory — are the earmarks of an important Navy activity whose main job is to safeguard your life. Its name: the Naval Medical Research Institute.

Located not far beyond the Westward city limits of Washington, D.C., in seven buildings encompassing 90,000 square feet of space and more than 100 laboratory rooms, NMRI is one of five separate naval medical activities of the National Naval Medical Center.

The "Medical Center" is just what

its name implies — the hub of Naval medicine afloat and ashore. Each of the five institutions, like ships, is headed by a commanding officer. All function under the general administration of the commanding officer of the Center.

The other four institutions are the U.S. Naval Hospital, U.S. Naval Medical School, U.S. Naval Dental School and U.S. Naval School of Hospital Administration.

The Research Institute is the principal research unit for the Center and for the entire Bureau of Medicine and Surgery as well. Congress has provided that the Institute conduct research projects "contributing to the improvement of the health, safety and efficiency of naval personnel."

Secretary of the Navy Dan A. Kimball recently assessed the importance of the Institute by stating that it maintains "a stockpile of scientific research . . . a stockpile which ranks in importance with our national reserves of raw materials, industrial strength and productive capacity as



integral elements in the nation's defense structure."

The NMRI staff of scientists, research specialists and technicians numbers more than 300 people and includes officers, enlisted personnel and civilian experts. About 70 of the staff are professional scientists. Together they make up the Navy's "test tube task force." Its members work in close cooperation with the other institutions at the Center and with numerous other medical activities of the Fleet and Shore Establishment.

The Naval Medical Research Institute was commissioned on Navy Day, 27 Oct 1942, with an initial staff of 13 officers and 50 enlisted men. This year marks the Institute's tenth anniversary.

During the war its work was mostly on hurry-up development and testing projects for the fighting forces. Among these were such projects as finding an improved method of taking the salt out of sea water, developing better protective clothing, perfecting aviation oxygen equipment, devising insect repellents and determining the physiological effects of tropical and arctic environment on men.

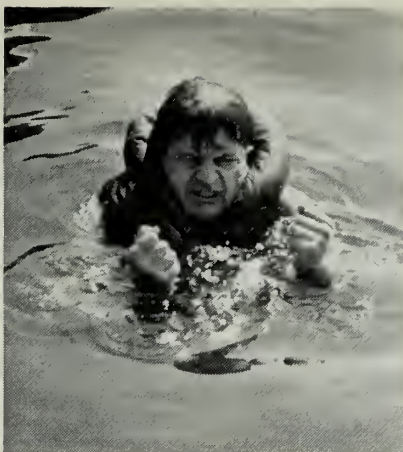
As a result of the Bikini atom bomb tests and subsequent atomic experiments, NMRI also has had a leading role in the study of radiation on humans and animals.

After the war, emphasis shifted from rush-rush test and development to more thorough scientific research. Today the Institute has these four jobs:

- To conduct research in fields of importance to the Navy Medical Department.
- To furnish consultative and advisory service to other naval activities.
- To train qualified officer and enlisted personnel in naval research methods.
- To maintain a nucleus of competent personnel, military and civilian, and suitable facilities for expansion in time of national emergency.

The details of certain classified projects cannot be revealed, but there is a wealth of non-classified research and experimentation now going on that is of wide interest and importance to all Navymen.

Take experiments in temperature and humidity. No sailor can escape the extreme effects of either. Hot or cold, dry or wet, temperature and humidity can vary rapidly and often



**BARELY** able to squeeze 'grip tester,' LCDR David Minard, (MC) USN, struggles in icy water for 40 minutes.

reach extremes which limit human performance and endurance. Just what these limits are, and how they can be extended or their effects minimized, are problems of present day concern to the Navy scientists.

This brings us back to Dr. Minard. What does it feel like to brave the rigors of immersion in the frigid North Atlantic?

Here's a play-by-play account as the doctor experienced it.

When he first hit the 38-degree water, Minard was almost paralyzed. He was struck speechless. He tried to talk but aides leaning down from the nearby pier could hear scarcely a word.

*Five minutes.* The cold had pene-

trated his body. He could now talk. Intense pain, giving way to growing numbness, racked his body.

*Eight minutes.* Although almost completely benumbed by the cold, he was able to pull himself up into a nearby life raft. He slid off the raft back into the water—to continue the experiment.

*Ten minutes.* He continued testing his strength with a gun-like "grip tester" which was shoved out over the water to him every few minutes. At this point, he could squeeze it 27 times.

*Twenty minutes.* Teeth chattering uncontrollably. Shivering continuously.

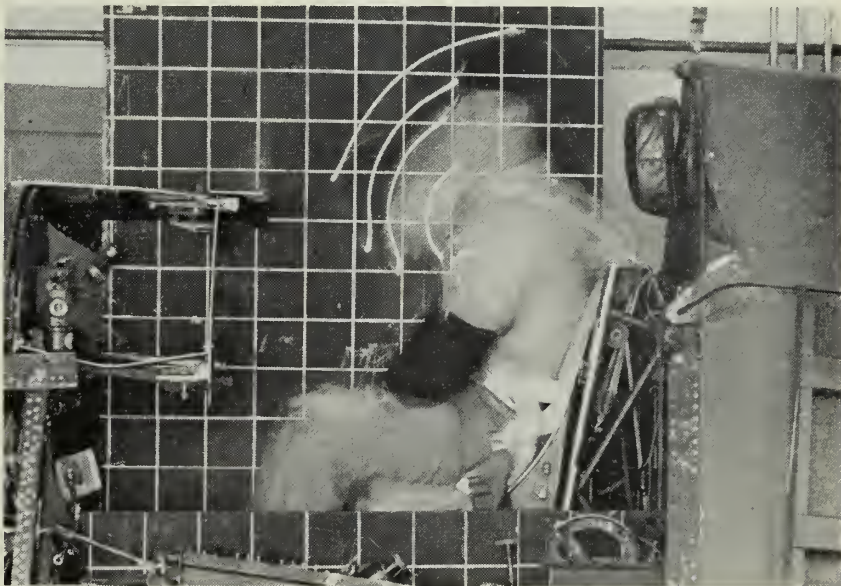
*Twenty-five minutes.* He is barely able to squeeze the grip-tester.

*Thirty-four minutes.* Feels a sensation of fleeting faintness and fear. Muscles begin to tense. Fists clench themselves. Makes decision to try to stay for 40 minutes but doesn't know if he can make it.

*Forty minutes.* Completely numb. Talking incoherently. Aides pull him up on the pier by means of lines which have been secured around his legs and shoulders. He collapses.

Several days after this gruelling ordeal, Dr. Minard and four enlisted volunteers subjected themselves to another test, five days in a new type life raft. To provide data for future research, they subsisted on emergency rations which included only one pint of water a day.

These two experiments show you the kind of problems tackled by



**AVIATION MEDICINE** is aided by this gadget which tests pilot's reactions to the motions of aircraft. Tests like this help develop safer airplanes.



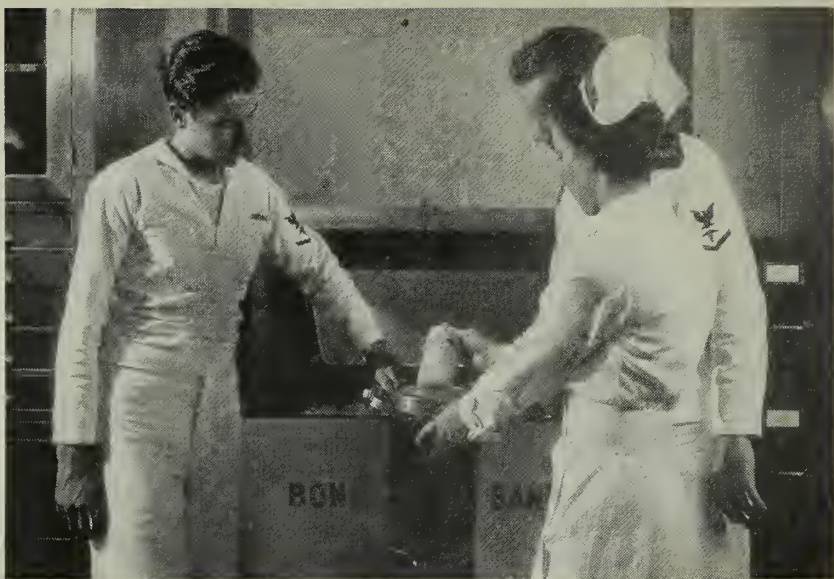
NMRI. The Institute sends research task force teams of doctors and hospital corpsmen out to the Fleet and to naval bases in tropical and arctic regions to study problems at first hand and conduct experiments on the ground.

Back in the NMRI labs, staff members work over their test tubes and microscopes, searching the medical sciences for solutions to another kind of problem, the protection and repair of the human body. Some of these medical research enterprises have made Korean casualties the beneficiaries of the most modern scientific techniques yet devised.

For example, successful experiments which started in a tiny NMRI lab in 1949 have now led to the establishment of several "human spare parts banks" and to new methods of collecting and preserving bone, skin tissue, blood vessels and arteries for transplanting and grafting tissue and bone into human beings. Many arms and legs that would otherwise have been amputated, have been saved by the new methods.

A few years ago, a patient requiring skin tissue, bone or blood vessel was usually operated on twice, once to remove a healthy section from one part of his body, and a second time to transplant the "part" to the needy part of his body.

Today, as a result of the NMRI experiments, tissue, bone and arteries can be drawn from existing supplies in the "bank" at Bethesda. This bank,



**CORPSMEN** put bone tissue in container with help of Navy nurse. Research has led to blood banks, tissue banks, bone banks, and blood vessel banks.

the most complete in the country, carries almost every type of tissue, bone, cartilage and blood vessel. It was the original pilot bank for the Navy. From it and three similar Navy hospital banks, the exact "spare part" can now be flown to a distant spot for reconstructive surgery on the war wounded.

Here is a case in point to illustrate how human tissue from the Bethesda bank is used: A marine has been hit just above the left knee. He is sent by hospital ship to Osaka, Japan, and then flown to Washington, D.C.

When he arrives at Bethesda with an open wound peppered with metal, the metal has begun to rust in the shattered bone. Every change of dressing starts new bleeding and frequent bandage changes have slowed the healing.

At Bethesda the metal is now removed. Human skin is taken out of the bank and applied to the wound. Pain is relieved, bleeding and loss of tissue fluids are controlled. Soon new skin grows out under the transplant. Healing progresses rapidly.

The Navy's medical scientists and research technicians have already accomplished with laboratory animals the successful transplanting of blood vessels, arteries, skin and bone — something undreamed-of a few short years ago.

The Institute's influence reaches far beyond its own busy labs. It collaborates with medical departments of other armed services and civilian medical institutions.

For example, two Navy doctors at NMRI reported to the recent Clinical Congress of the American College of Surgeons in New York City the successful transplanting of year-old human arteries in three patients.

This fact could be of special importance by cutting down on amputations resulting when blood vessels are damaged in combat. The implications of this fact are tremendous. The doctors' experiments have proved that human arteries, frozen at 383° below zero F., and dried at that tempera-



**RADIOACTIVE ISOTOPES** are being used to treat this patient. Atomic energy is being harnessed to medical profession, thanks to intensive research.



ture can be scientifically packed in vacuum-sealed glass containers and shipped to field combat stations or to hospital ships to be used there as required.

Progress in the laboratories of the Naval Medical Research Institute today will doubtless yield developments not only useful to problems of naval operations but of benefit to ordinary peacetime living as well.

Here, briefly, are some of the projects now underway:

- A blind person may conceivably be able to read any printed material he desires by using an electronic device now being developed here. The apparatus would automatically convert ordinary printing into raised, magnified letters as the device scans the printed page. The blind person could then read by touch, much the same as by Braille, except that in this case the actual printed letter would be "read" by touch.

- Noise and vibration are hazards to flight deck crew personnel. A man's health and efficiency may be impaired by the noise of flight operations aboard aircraft carriers and by mechanical vibrations in ships and aircraft. The Navy wants to know what the limits are in each of these fields. Reports from experiments now in progress may lead to the redesign or modification of equipment aboard ships and aircraft.

To carry out these studies a specially designed vibrator machine has been built by the Naval Research Laboratory for NMRI.

- Navy doctors are continuously at war with the mosquito. In the parasitology laboratory at the institute they are actually engaged in "battles" with millions of the insects to study the vectors—the mosquito organisms which carry and transmit disease—to learn the most effective drugs to use against malaria.

- Submariners and deep-sea divers will be interested in the neurophysiology branch, a recent addition to the NMRI family. Here a staff of experts is studying the level of carbon dioxide that can be breathed safely by humans for a prolonged period of time.

Some naval divers exposed to oxygen under pressure develop oxygen poisoning. To prevent this condition, doctors are studying the electrical activity, oxygen and carbon dioxide content, acidity and energy changes in the brain of similarly afflicted animals.

The successful conclusion of this research is expected to make life aboard submarines and the duty of deep-sea divers more safe.

- A new machine, called a gamma ray generator, pours out powerful rays from radioactive cobalt like those produced in an atomic bomb explosion.

The huge machine, three years in the making, is housed in its own specially designed building. With it, Navy scientists are striving to find out as much as possible about the effects of atomic rays so they will know better how to protect individuals against

A-bomb attack or how to treat victims of such attacks.

Literally hundreds of projects are now underway at the Institute.

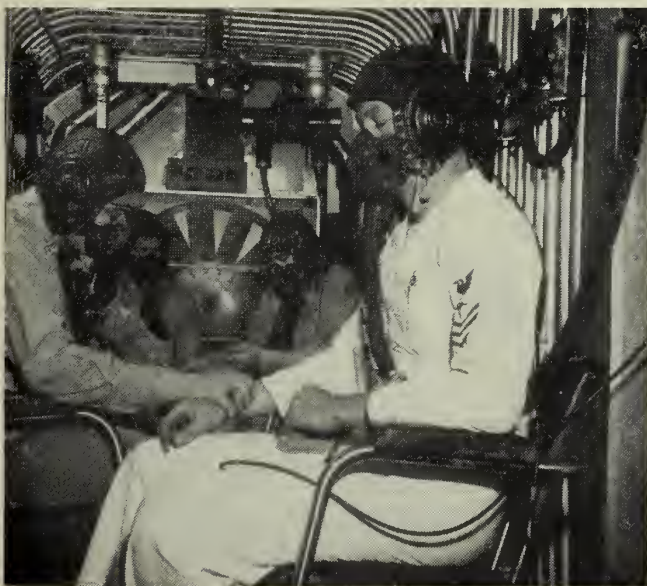
- Experiments are continuing with radioactive iodine (see *ALL HANDS*, March 1950, p. 13) and its application to thyroid cancers.

- Field teams from the Institute have gone out to Korea and other forward areas to collect data and specimens for development of vaccines to combat tropical diseases.

With all these important responsibilities, you might think that NMRI would be a solemn place. It isn't. An air of adventure pervades the whole institution.

The Navy has many problems which are peculiar to its own combat operations and to life at sea. The efficient handling of medical research into these problems requires personnel like those at the Institute who are familiar with naval equipment, ships, operating conditions and personnel.

Much of the work of the Institute's laboratories is basic research. Navy scientists sweat over microscopes, slides, notebooks and specimens which make no sense at all to the ordinary layman. But if the experiments seem intangible, the results are tangible enough. They are passed on to you and others every time you visit the Sick Bay. The Naval Medical Research Institute is continually searching for new and better ways to keep you sound and healthy.—Harvey H. Mitchell, JO1, usn.



HOSPITAL corpsman checks conditions in oxygen chamber. Right: Inside chamber, men test each other's reactions.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NAVY HOUSING**—Good news to Navymen and their dependents living in or expecting to live in Navy rental housing comes in the form of a revised rental contract agreement.

Under the new agreement (Nav-Docks Form 1662 (rev. 9/52)) the term for vacating is left to the discretion of the commanding officer of the activity concerned. The old agreement, which was in effect until late 1952, called for the transferred Navymen and his dependents to vacate the premises within 30 days after he was detached from duty in that locality.

The revised agreement also leaves to the CO the determination of the number of days' notice required prior to termination of the tenant's lease. Previously, 15 days' prior notice by the tenant had been called for.

Tenants moving into housing after the first of the month will no longer be required to make an initial outlay of a full month's rent. Under the new agreement, the tenant will pay rent only for the remaining days of the first month. Payments for following months may then be paid at the first of each month.

Payment for damage to housing property will now be required only if the damage "is caused by the deliberate or negligent acts or omissions" of the occupants. Previously, the provision read "is caused by" the occupants.

These revisions are based upon recommendations made during the past year by Navy housing tenants

through their commanding officers. Most of the tenants are married personnel of the Navy and Marine Corps.

The housing referred to here is *rental housing*. Such housing consists of dwelling units that come under the jurisdiction of the Navy through the Bureau of Yards and Docks. It takes in Navy-owned trailers, Homoja (Quonset) housing, dormitories, defense and interim housing. However, it does not include Title VIII (Wherry) housing, which the Navy authorizes private capital to build but does not have responsibility for managing. Members living in rental housing draw BAQ.

Not effected are *public quarters*. Members living in public quarters do not pay rent nor do they draw BAQ.

• **RECRUITING DUTY**—Requests for recruiting duty are desired from chief yeomen and yeomen first class, chief personnel men and personnel men first class now at sea who are eligible for assignment ashore.

The waiting list for ratings in these categories is almost exhausted.

Those with less than three years' obligated service remaining must include a statement of intention to extend their enlistment or to reenlist prior to transfer to recruiting duty.

To apply, you must meet the qualifications outlined in Article C-5208, BuPers Manual, as well as the sea duty requirements outlined in BuPers Circ. Ltr. 36-50 (Corrected) (NDB CumEd Jan-June 1950).

Three choices of duty indicating main recruiting station (listed in the SNDL) should be submitted.

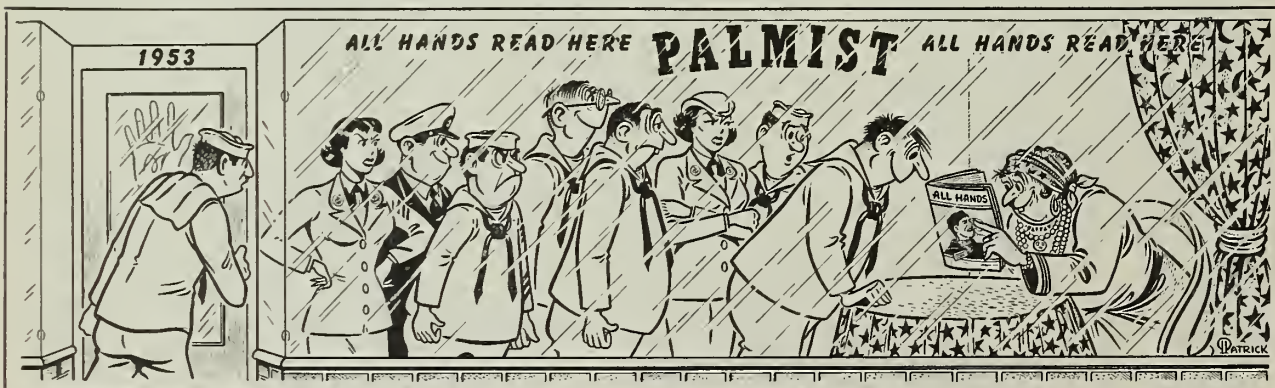
All requests should be submitted via your commanding officer to the Chief of Naval Personnel (Attn: Pers-B61).

• **LEGAL DUTY SPECIALISTS**—Qualified male officers of the Regular Navy and Naval Reserve (on active duty) may apply for appointment as special duty officers (Legal) in the U.S. Navy. Successful applicants will be appointed lieutenant (junior grade) with a designator of 1620.

Age requirements call for applicants to have reached their 21st but not their 32nd birthday at the time of appointment as a Regular Navy SDO. Professionally, applicants must hold a law degree from an accredited law school. An applicant must also be a member of the bar of a Federal Court or the highest court of a state or territory of the U.S. or the District of Columbia.

Applications should be submitted on "Application for Appointment Form" (NavPers 953A) to the Chief of Naval Personnel (Attn: Pers-B6221). Each application must be accompanied by the following documents: (1) "Special Report of Fitness," (2) report of physical examination by a board of medical examiners, (3) certificate or evidence of admission to practice before one of the above courts.

Applications of all qualified applicants will be considered by a selection board to be convened in the near future. Professional examinations will not be required. BuPers Notice 1120 (21 Nov 1952), announcing this program, states that the deadline date for receipt of applications is 31 Jan 1953.



PASS THIS COPY ALONG—You don't have to be a palmist to know what's going on—just read ALL HANDS.

• **SEPARATION TIME**—Separation of personnel from active duty involves more than handing out a release to inactive duty or a discharge certificate. It also includes counselling on veterans benefits and other civil readjustment functions, physical examinations, closing out of records, and payment of money due, all of which must be carefully performed in accordance with law. Experience has proved that the average time required to do this job is four working days.

If you are attached to a State-side activity and are about to be separated chances are you'll be separated at your duty station and will be discharged or released to inactive duty when due. However, if you are serving at sea or an overseas base and must be transferred to the United States for separation, your commanding officer will transfer you in time to allow for travel, unforeseen delays and the four days required for separation.

The services of an expert in the field of veterans benefits are available at the separation activity. This means group indoctrination and plenty of straight dope. Personal interviews must be conducted to smooth over the rough points. Finally, the all-important payoff. Then you'll be on your way.

Remember — it'll take at least four days. For more on separation see the article on page 48, of the September 1952 ALL HANDS.

• **INCOME TAX** — Public Law 567 of the 82nd Congress amends the Internal Revenue Code so as to extend the period whereby a Navyman on active duty may sell his home (principal residence) and purchase a new one without having to show a capital gain in his income tax return for the year of the sale.

When an ordinary taxpayer sells his principal residence for a profit and purchases a new residence within one year after the sale of his old one (or any time within the period beginning one year prior to the sale and ending one year after the sale), the profit is not recognized in the year of such sale, except in the case where the selling price of the old residence exceeds the cost of the new one.

In the cases where the new residence is *under construction within one year* after the sale of the old principal residence, the period is extended to 18 months.

Since many Navy men are unable to purchase a new residence within the one-year or 18-month period after the sale of their old residence because of their military service and would thereby be deprived of the benefits of the above section of the Code, the new law extends the period from the time the Navyman sells his old principal residence to cover the time he is on active duty up to 1 Jan 1954. The period, however, may not be extended in any case beyond four years from the date of the sale of the old residence. This "extension" is granted to all Navy men on active duty for more than 90 days who have sold their principal residence after 31 Dec 1950.

The amendment has the effect of *excluding active duty (from the date of sale of the old residence) to 1 Jan 1954* in counting the time in which the serviceman may use his profits to buy a home instead of counting such profits as capital gain in his income tax return.

In other words, the serviceman still has one year (or 18 months in the case of new construction started within the one year period) PLUS whatever time he has spent on ACTIVE DUTY from the date of sale of the old residence to 1 Jan 1954, during which time he may apply the profits on the sale of his old home toward payment on a new home.

If a serviceman stays on active duty after 1 Jan 1954, however, he cannot exclude such duty after 1 Jan 1954 in computing the year or eighteen months. For example, an enlisted man on active duty who sold his home on 25 Oct 1953, and who continued on active duty after 1 Jan 1954, would have until 1 Jan 1955 (one year) to purchase a new principal residence and still be entitled to the "non-recognition of gain" benefit.

If construction started on a home for him before 1 Jan 1955, then he comes under the 18 month provision and has until 1 July 1955 to purchase his home under the same conditions.

A Navyman who sold his principal residence in 1951 and who reported the profit and paid taxes with respect thereto on his Federal income tax return for 1951, should file an amended return eliminating such profit from

## HERE'S YOUR NAVY

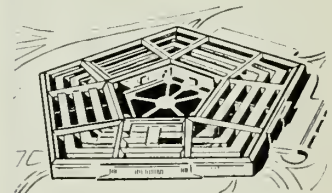
One of the duty stations for hundreds of Navy men and women in the Washington, D. C., area, is the well-known Pentagon. Here, in the world's largest office building—along with a multitude of Army and Air Force activities—are located the offices of the Secretary



of the Navy, the Under Secretary and the Assistant Secretary and the Assistant SecNav for Air. Other Pentagon "duty stations" for Navy personnel are the offices of the Judge Advocate General and the offices of the Chief of Naval Operations.

\* \* \*

The Pentagon takes its name from its five-sided shape. Walk around the outside, hugging its limestone-faced wall, and you'll walk nearly a mile. The



building covers 34 acres of ground, has five floors, a mezzanine, a basement and a sub-basement. From above you can see the pattern of five concentric rings connected by 10 spoke-like corridors. A grassy courtyard forms the hub.

\* \* \*

Daytime population of the Pentagon consists of more than 22,000 civilians and nearly 10,000 military personnel.



Its maintenance gang alone exceeds a destroyer's crew, some 300 in all. Big as it is, however, the Pentagon is so laid out that the greatest distance between any two offices is only 600 yards—a five minute walk for a fast-stepping sailor.





EDUCATION AFLOAT is the crew's motto on *Princeton*. Here men, work on USAFI courses in preparation for advancement in rating examinations.

### USS *Princeton's* 'University' Pays Off at Sea

A sea-going "Princeton University" has been set up on board the carrier *uss Princeton* (CVA 37). Result: 70% of the ship's crew have taken advantage of the service it offers.

Each day an average of 200 men stream into the education office to start courses, take tests or ask information on subjects offered. Books and manuals covering nearly every subject offered by U.S. Armed Forces Institute are on hand for

their use and guidance. More than 1000 USAFI tests have already been given.

An intensive campaign got the "University" started. The services of the ship's radio, newspaper and numerous posters were used. Additional announcements were placed in the plan of the day, but the education office claims that the best advertising of all came from the men themselves who passed the word about the program.



MESS HALL is site of final examinations on board *Princeton*. Enlisted men ranging from SAs to CPOs in ages 17 to 48 'turn to' on the questions.

"gross income" and claiming a refund of any overpayment — unless he has determined that he will not purchase a new principal residence within the one-year period as extended. Reference should be made to Public Law 567, 82nd Congress, when filing amended returns and claims for refund.

#### • LAPSED NSLI POLICIES —

Navymen who expect to return to inactive duty, or who may already have returned to civilian status, should understand the provisions concerning lapsed government insurance policies.

Veterans of World War II, not now on active duty in the armed forces, stand to lose about \$10,000,000,000 in lapsed term policies of National Service Life Insurance unless they reinstate their policies before the terms expire during the next 12 months.

More than 1,100,000 such veterans who took out eight-year term life insurance while they were in service, and an additional 100,000 vets who have the five-year term policies, will lose their GI insurance protection and not be eligible for further Government insurance coverage.

Veterans in either group who do not wish to lose their insurance protection must reinstate their policies *before* the terms expire. Reinstatement may be made by applying to the Veterans Administration District Office carrying the records of your policy.

At any time after three months from date of lapse, a physical examination is required for reinstatement of the policy.

Also, the payment of two months' premiums is required. One month's premium is for the month of grace coverage after lapse, and the other is the month's premium due in advance when reinstatement is submitted to VA.

Under provisions of Public Law 23 (82nd Congress) NSLI policyholders may renew their policies every five years without physical examination. Renewal premium is at the rate for the then-attained age. This law prohibits renewal of policies which have lapsed and the term period has expired.

Veterans with lapsed policies must take action on their own initiative to reinstate their policy *before* the deadline if they wish to continue insurance protection.



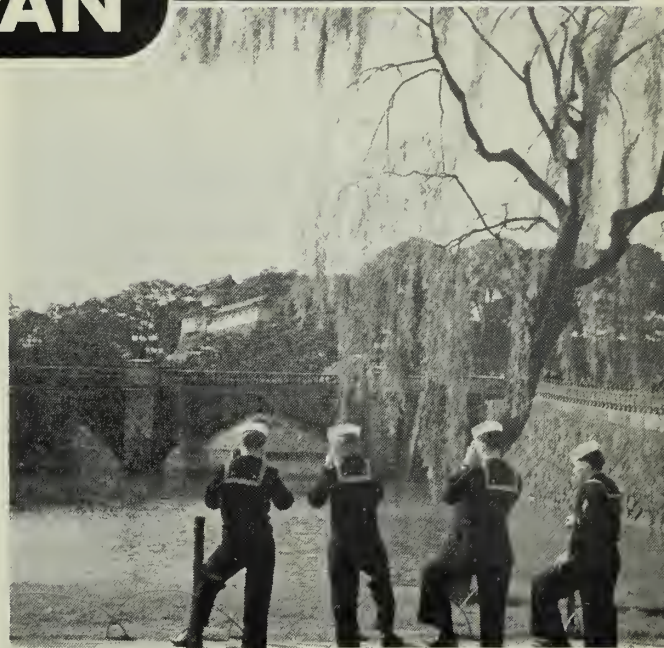


## LIBERTY IN JAPAN

**S**AILORS on liberty in Japan find lots of sights to see and interesting places to go—especially in the imperial city of Tokyo.

With a population of about seven million, Tokyo is a novel, noisy and fascinating city. Here, the sailor will pass hundreds of average Japanese, hurrying here and there, dressed in western style with very few gay kimonos among them to remind one of old Japan. The buildings and stores along the main thoroughfares are similar to those in any large city in the western world. And, of course, there is the eternal honking of horns.

Here are some photographs depicting liberty in Japan: Upper left: Sailors from *uss Valley Forge* (CVA 45) order dinner in Karuizawa hotel restaurant. Upper right: Sailor is dwarfed by pagoda in Tokyo. The five tiers symbolize earth, water, fire, wind and sky. Right center: Group of white hats photograph Imperial Palace. Lower right: Navy security guards view a Japanese shrine on snowy off-duty day. Lower left: Two sailors walk through downtown entertainment district of Tokyo.—Dave Strickler, JO, USN.





# Learning How to Raise Ships

**E**ARLY on a Monday morning a dozen salvage divers soberly watch a doomed ship.

She is USS *LSIL* 978, now safely moored to her pier in calm waters. But in a few hours they know that the "978" is going to be sunk. The Navy itself will sink the vessel, as part of the training program during the 14th week of instruction at the U.S. Naval School, Salvage, Bayonne, N.J.

The salvage divers realize that the vessel's actions when she goes under will determine the complexity of their jobs in the days to come.

*LSIL* 978 is an integral part of the

training of the Naval salvage divers. Work in sinking and salvaging her is the culmination of the divers' training in undersea work. In fact, this duty remains the "978's" final tour of duty.

But the ship enters later in the story of the divers' training; much must be absorbed in classrooms and practice operations before the *LSIL* teaches each class what she has to offer.

Navy men of many ratings, after passing the strict physical and mental tests, are sent to Bayonne to become qualified divers. Bluejackets with ratings such as torpedomen,

pipe fitters, boatswain's mates, enginemen, damage controlmen, and others work side by side learning to do the other men's jobs—and learning to do them well.

In salvage work, the diver must be a man of many parts, not merely a specialist. Down below, the water may be murky, the visibility less than a half a foot and the salvage operation extremely hazardous. It is each man's own knowledge and ability which will prove himself and his job a success or failure.

Underwater qualifications are one part of the training, but the salvage diver must also understand the discharge of every kind of cargo, the use of pneumatic tools, rock drills, oxy-hydrogen or oxyelectric cutting apparatus, the preparation and placing of explosive charges for the most effective blast, the proper method in making a patch and in cutting and shaping bolts and steel plates. Hence the title — "amphibious jacks of all trades."

When students report to the school they are indoctrinated with the understanding that what they are learning must be learned correctly and thoroughly—for it is their life and the lives of their fellow divers which may be imperiled if they take the wrong step in an emergency.

The school, now ten years old, originated its curriculum from the collective knowledge of its instructors, all of whom are skilled men with years of diving experience. Although training aids of several types are in frequent use, the school's most used aids are the actual salvage equipment. Salvage training must essentially be practical.

New divers study the rigging of their diving outfits, and how to care for them. Cutaways of the diving apparatus are used to give the novice diver a better knowledge of his gear. Men are dressed in suits to get the "feel" of them before using them in underwater work.

Once "at home" in his suit, the diver gets his first "taste" of salvage work in indoor divers' tanks—or fishbowls—with 12 feet of water, while instructors observe his actions from above and below through portholes.

The diver receives orientation and familiarization in deep sea and light-weight diving dresses and the func-

**DOWN THE LADDER** goes a diver to look over the condition of the sunken *LSIL* 978 before pumping operations are begun to raise the ship.





tions of various fittings and parts of his gear. He learns the complexities of pressures caused by sea water in diving physics. He is taught underwater welding and cutting, salvage seamanship, salvage demolition and the use of salvage machinery.

Diving medicine is not forgotten in the salvage diver's training. Divers must be thoroughly acquainted with the physiological effects of pressure on the body, including the "bends" and air embolism, the use of decompression and treatment tables and the recompression chamber.

Finally, the training reaches the practical open sea diving phase. Here is where the "978" comes into action. She is sunk by the Salvage School staff in about 25 feet of water and the training divers refloat her.

On that Monday morning of the 14th week, all compartments on board are opened and a couple of two-and-a-half-inch hoses and a six-inch hose are run inside the ship. About noon the pumping operations are begun.

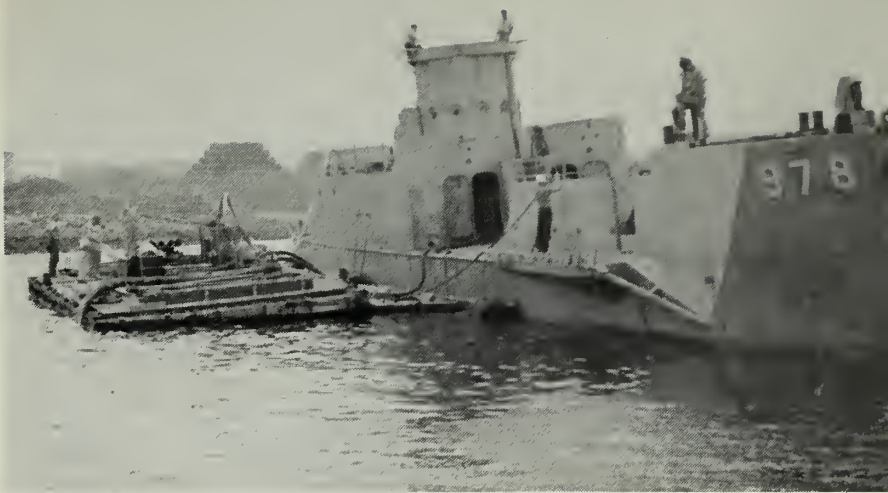
By late afternoon the ship has sunk. But, while sinking, "978" has been deciding the problems she will deliver the divers. In her two latest experiences with classes, "978" once cautioned to the port side, and in the other sinking she settled on her keel.

On this particular training salvage operation, after the diving gear is prepared, the divers go below to inspect the sunken ship. All compartments are closed off and a cofferdam—a metal tube secured to an opening on the deck of the ship to be salvaged and extending above the water level—is put in place. This is sometimes completed in one day; many times it takes longer, depending on the situation of the wreckage.

The current salvage problem, fortunately, is relatively simple, the divers report. Pumping again begins, but this time it is extracting water from "978." Two pumps, one with a six-inch hose and one with a three-inch hose pump out 1800 gallons of water per minute—a rate of 1500 gallons per minute and 300 gallons per minute for the pumps respectively.

The ship finally breaks through the water and is refloatated. The loose ends are cleared and she is put back into operating condition. Then "978" is ready to be sunk again by the next class.

Divers were highly commended for the salvage work they did at Pearl Harbor. There was no school to train



WHEN 'FISHBOWL' training is completed, school's staff will sink this LSL in 25 feet of water. Students must then go below and salvage her.

salvage divers then. It wasn't until the *USS Lafayette*, the former *Normandie*, burned and capsized in New York that the necessity of salvage training became imperative. The only previous training was in deep sea work for experienced divers to release trapped personnel.

The school was originally established at Pier 88 in New York City, but in 1946 was moved to Bayonne. During the war the school trained about 2500 salvage officers and divers and its personnel were used in every major invasion in both European and Pacific Theatres. Salvaged and reclaimed equipment during the war ran into hundreds of millions of dollars.

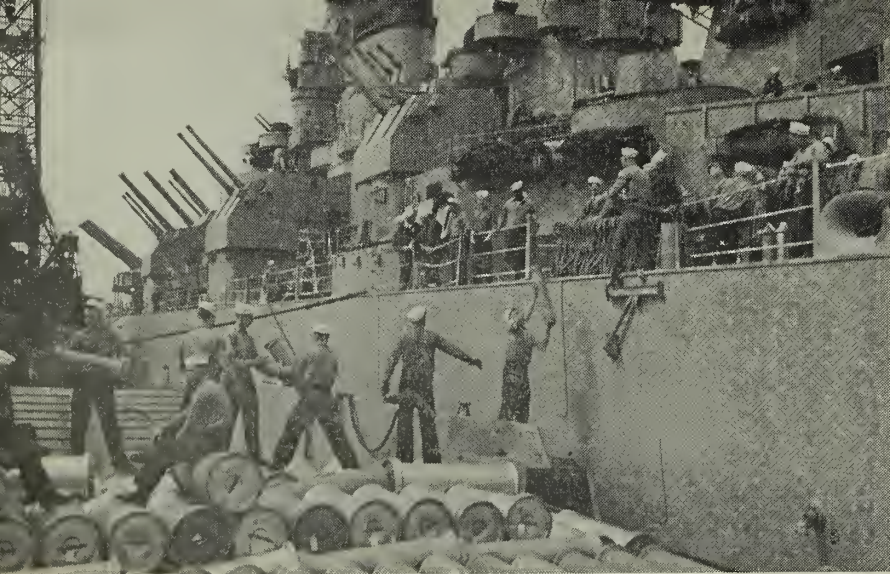
Presently the salvage school has a regular staff of 16 instructors, teaching eight different classes. There are courses for salvage divers lasting 16 weeks; salvage officers course of 14 weeks; courses for second class divers and civilian Navy divers lasting six weeks; courses for engineering duty officers and the requalification for salvage work of five weeks; the two-week course under the Reserve program and the refresher course.

Expert skill of the highest order on the part of the salvage diver and the infinite patience, resourcefulness and persistence in those directing the operations is the school's keynote to successful salvage.—Blaine F. Fabian, JO2, USN.



STUDENTS place hose connected to pump into position. With 'cofferdam' already in place, divers will soon be able to begin their operations.





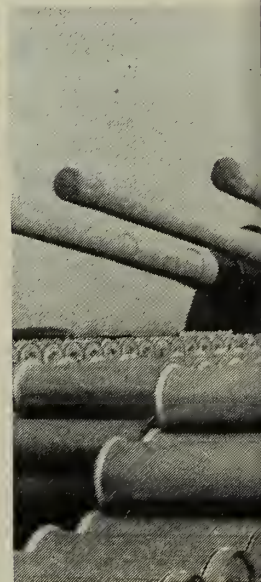
## High-powered Artillery —16 Inches—

NAVY battleships carry big guns capable of firing projectiles weighing more than 1000 pounds at distances of 35 miles.

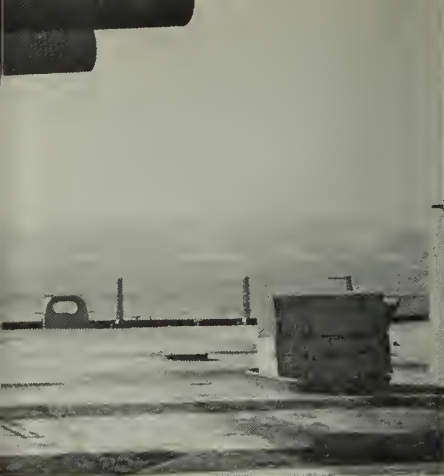
Only BBs carry these huge sea-rifles. These high-powered weapons have proved effective in the shelling of communist troop concentrations, bunkers, gun emplacements and supply dumps along the Korean coast.

ALL HANDS presents scenes from the "life" of 16-inch shells — from the time they are loaded onto a battlewagon to the time they streak through the air, en route to a target.

*Top left:* USS Iowa (BB 61) takes time off from bombarding enemy coastline to refill her empty magazines with 16-inch ammo. *Left center:* Four 16-inch powder charges are lowered safely to Iowa's main deck.



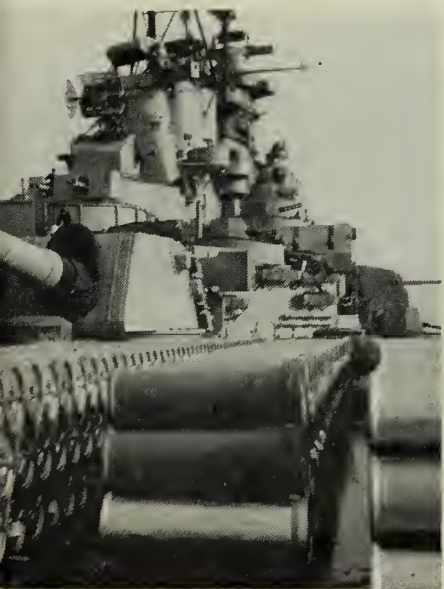




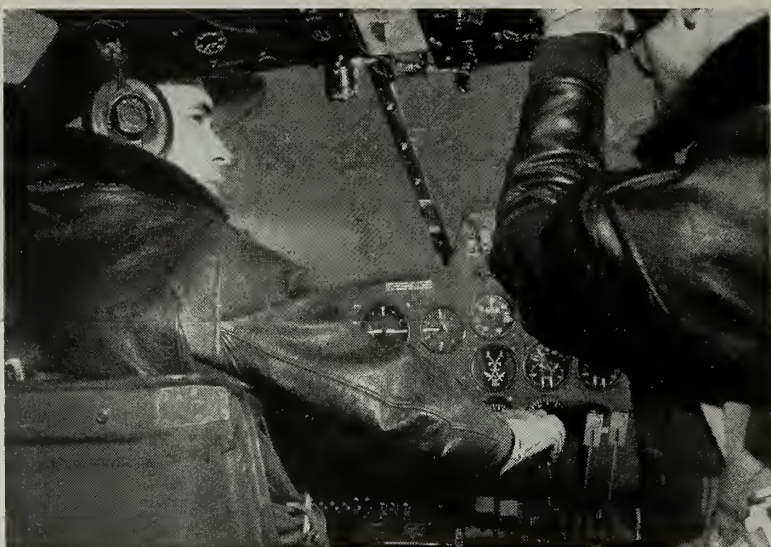
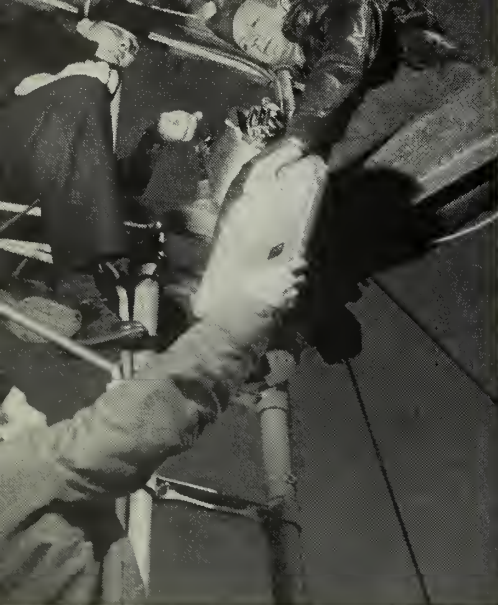
## o Hits the Spot hat's a Lot!

*Lower left:* 16-inch projectiles are lowered to waiting hands of ordancemen who will strike it below decks. *Below left center:* Sailors unshackle two 16-inch projectiles. *Bottom center:* Row after row of 16-inch powder charges line *Iowa's* deck.

*Top center:* Huge barrels of 16-inch artillery on *uss Wisconsin* (BB 64) form odd shadows on main deck aft as snow-covered North Korean mountains show in background. *Top right:* 16-inch projectiles are lowered past rifles in which they'll be fired. *Right center:* Crewmen will place powder bags, shown rolling out of magazine, onto powder hoist. Charges will be carried into position to be loaded into guns. *Lower right:* Fiery blast accompanies 16-inch shell (arrow) as it flashes across the skies.





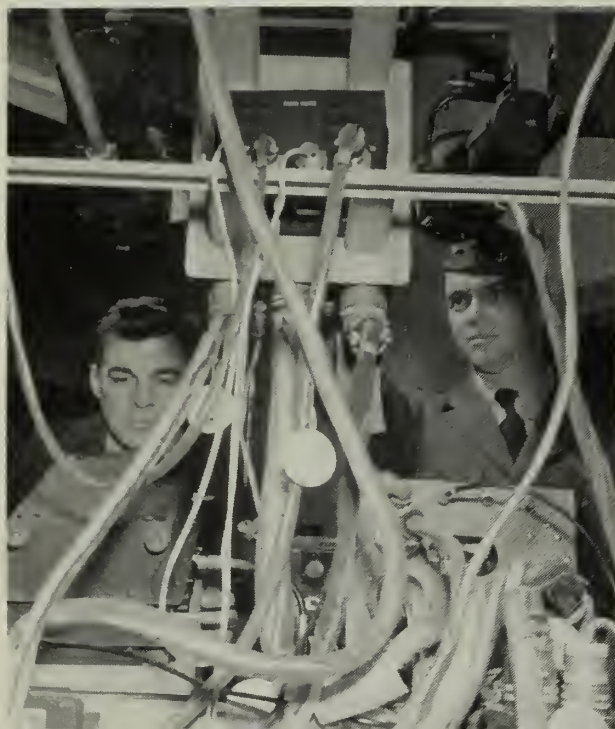


## Flying Bluejackets

**I**N TODAY'S Navy, more than 700 enlisted pilots are carrying on the tradition established by such squadrons as the famed "Fightin' Two." These men, called "aviation pilots" or "APs"—are usually chiefs or petty officers in the higher pay grades who are primarily specialists in the various phases of aviation.

In their secondary task as pilots, APs leave their duties as aerographer's mates, electronicsmen, and the like, to fly. They ferry planes station-to-station and coast-to-coast. Sometimes they fly helicopters and lighter-than-air airships.

*Upper left:* Aerographer's mates install wind velocity transmitter atop operations control tower. *Upper right:* Two POIs check their instruments before taking off. *Left center:* Air traffic is directed by air controlmen in tower. *Lower left:* Enlisted pilots with electronics specialties perform periodic check of electronics equipment between flight assignments. *Lower right:* Pilots' ready room is gathering place for pre-flight briefings, shop talk and relaxation with such games as "acey-ducey."







RESERVISTS on an annual two-week training cruise participate in shipboard activities in this destroyer escort.

# Spotlight on Reserves in Peace or War

TAKE a look around you. How many of your shipmates are Naval Reservists? Proportions may vary from one activity to another but, chances are, between one-third and one-quarter of the men at your ship or station are Reservists. Perhaps you're one yourself.

The proportion of Reservists to Regulars on active duty during the Korean conflict hasn't approached the peak reached during World War II when, at one time, the ratio of "civilian-sailors" on active military duty to members of the Regular Navy was approximately ten to one. Nevertheless, now as in the past, Reservists have been ready when and where they were needed. Approximately 140,000 Naval Reservists of all categories are now on active duty. More than 145,000 others have already served from one to two years active military service since the outbreak of Korea and have now been released to resume their civilian occupations.

What kind of Reservists are they? What kind of an outfit do they come from? What is a Reservist? You'll want to know, because if you're not

one now, you may become one someday.

Chances are, your Reservist on active duty today is a veteran of World War II. He likes the Navy way of life and, upon his return to civilian life, he joined the Naval Reserve because he thought he might be needed again or, perhaps, because he didn't want to lose the skills he had earlier acquired.

Meanwhile, he has maintained proficiency in his rate and remained aware of new developments in his specialty by attending weekly drills and participating in annual training duty. He may have volunteered for active duty because he felt, again, there was a job to be done, or he may have been involuntarily ordered to active duty because the Navy has need of men with his specialty, and none others were available.

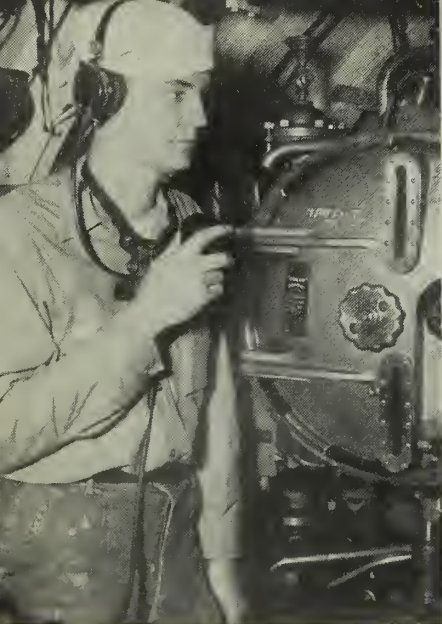
Following World War II, hundreds of Naval Reserve Training Centers and other, smaller, facilities were established to provide training in almost every phase of naval activity. Quarters were found in private, public and municipal buildings of every

description, ranging from universities, city halls, fire stations, hospitals, and local jails, as well as stores, banks and a casket factory. In these shelters, as well as in the Naval Reserve Training Centers (NRTC's), Reservists continued to follow their specialties in the various Surface, Submarine and Special programs. At numerous airfields throughout the country facilities also were made available to the Naval Air Reserve program.

Here these Reservists were joined by younger, non-rated men who wanted to learn something about the Navy before they received orders to active duty. As conditions changed, some programs were discontinued, new ones adopted. Each was designed to meet a specific need. Here is a picture of these programs as they exist today.

The biggest training activity of the Naval Reserve is the surface component. This provides enlisted rate-training for the "emergency service rates" of the inactive Reserve, ranging from machinist's mates and metalsmiths to boilermen and cooks. Its





SUBMARINE Reservist Thos. T. Eddy acts as phone talker in forward torpedo room of USS *Pickerel* (SS 524).

officers serve as instructors and administrative personnel.

Those Reservists physically qualified for unlimited duty afloat and overseas receive both classroom and on-the-job training at more than 300 NRTC's and several score of Navy vessels, ranging from destroyers to patrol craft. The ships have been specifically commissioned for Reserve training, under the cognizance of naval district commandants.

Closely allied to the surface component and similar in its training or-

ganization, is the Submarine Reserve. Studying the intricacies of guppy submarines, snorkeling maneuvers and hunter-killer defense techniques, the undersea Reservists train to qualify themselves in all phases of submarine warfare.

Undersea Reservists are given specialized training, both in rank and rate, sharing certain Naval Reserve Training Centers with surface divisions. They also learn the "feel" of undersea life aboard permanently moored submarines, which have been assigned to naval district for Reserve training.

Officers are also trained in the Submarine Reserve for specific command and operational assignments. These submarine officer-training sections are attached to the submarine divisions.

As women continue to prove their worth in the Naval Reserve, more and more billets are being made available to them. Originally limited to men, billets in Naval Reserve harbor defense, telecommunications, censorship, and mobilization team units are being offered to enlisted women and officers. Enlisted women also have been authorized to join advanced base groups, and women officers may take part in Selective Service units.

In the early days of the post-war Reserve, the only Waves in Reserve units were those few assigned to communications, supplementary activities (Naval Security groups), na-

val intelligence programs, electronics Military Sea Transportation companies and air wing staffs.

The rating groups among enlisted women in the Reserve's drilling programs have since been expanded to include the following rates: DK, SKG, SKT, YNT, HM, HN, PHG, PNA, TMN, ETN, ETR, CT, AG, RD, YNS, TET, TEL, SOH, RMT, UNT, ESX, DN, DTG, and SN.

In the Air Reserve, there is a network of naval air stations and Naval Air Reserve Training Units (NARTUs) stretching from Squantum, Mass., to Spokane, Wash., with intermediate stops geographically located to reach the largest number of Reservists. These Reserve activities are divided into attack, patrol, transport, fighter and airship squadrons, plus FASRons, which are Fleet Aircraft Service Squadrons.

The center of the Navy's airship Reserve is at NAS Lakehurst, N. J. Three Reserve squadrons are based here, with others at Squantum, Mass., Akron, Ohio, Santa Ana, Calif., Oakland, Calif., and Glenview, Ill.

Most Reservists of the above training activities drill at night on a weekly schedule or, in the case of the Air Reserve, on the basis of four drills a month, on weekends.

Generally, the above programs are considered to be the "rate training" activities of the Reserve (although some officer-training is included), and consequently they require intensive instruction which includes annual training at shore stations, and aboard district Reserve and fleet ships.

The Naval Air Reserve provides an excellent illustration of how Reserve training pays off when put to the test of combat.

Reserve pilots and ground crewmen have, since March 1951, formed a potent part of the Navy team in Korea, maintaining and flying the planes which assist the Regular Navy in its daily strikes against the Communists as they provide close support for the UN ground troops and destroy communications and supply lines of the Chinese Reds.

The first all-Reserve air group to hit the Korean front was that of USS *Boxer* (CVA 21). It was rapidly followed by Naval Air Reservists who played a major role in the activities of USS *Princeton* (CVA 37) and USS *Bon Homme Richard* (CVA 31). In addition, half the patrol squadrons in



CARE AND HANDLING of mines is part of the training of many Reservists. Summer cruises give part-time Navy men on-the-job experience in their work.



Korea are activated Reserve patrol squadrons.

Of the 8,000 combat sorties flown during a typical month's operation, approximately 75 per cent were by activated Naval Air Reservists.

Other activities of the Reserve which are considered "group training" units train on a less intensive scale than those described above. Some drill twice a month with pay, and also participate in annual training programs.

Largest of the group training activities is the SeaBee Reserve. The SeaBees have as their instructors officers who are members of the Civil Engineer Corps Reserve. The CEC Reservists are highly qualified as specialists for the various duties of construction battalions, ranging from building bridges and highways to removing mountains of earth in order to construct airfields.

Another highly specialized program is the Reserve Communications Supplementary Activities group, which is now called Naval Security group, and includes in its training the general field of communications and associated tasks. It is open to officers who are specialists in communications, electronics, intelligence and CIC, plus the enlisted ratings of communications technician, aerographer's mate, photographer's mate and engineman.

Electronics units are furnished with operational radio and radar equipment and technical training equipment in the field of sonar, or underwater sound detection. They are also fitted with emergency communications and power generating equipment for use in event of local disaster or emergency.

One of the Reserve activities in the bi-weekly training group is the Intelligence Program. Intelligence work includes investigations, interviews, preparation of special studies, research and administrative assignments connected with the training and supervision of other Naval Reserve intelligence personnel.

With the exception of Intelligence, the reservists who receive training in all the previously mentioned programs are principally enlisted personnel. However, the Naval Reserve also contains a number of programs which consist of small groups of officers who are trained as instructors. Among these are the Advance Base Command Divisions, Military Sea Transportation Service Divisions, Amphibious Beach Divisions, and Ship Supply Officer Divisions.



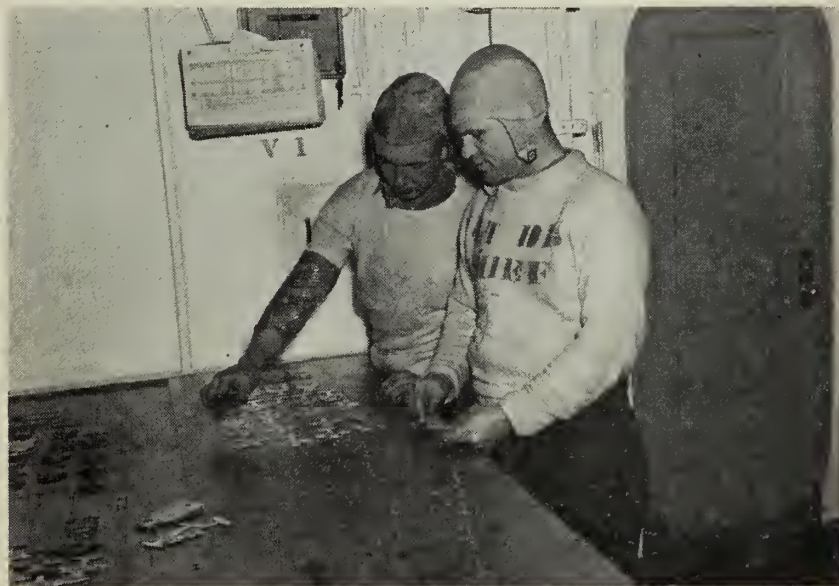
PLENTY of 'spit and polish' goes into the preparations for the annual military inspection—an important event in the life of a Naval Reservist.

Another all-officer group is the Chaplains Corps. If you were in the naval service during World War II, chances are that any chaplain with whom you came in contact was a Naval Reservist. At the end of the war, more than 96 per cent of the chaplains on active duty were Reservists. Over 50 per cent of the chaplains on active duty today are members of the Naval Reserve.

Like other Reservists, Reserve chaplains not on active duty have an opportunity to apply for two-week annual training duty tours and they are required to earn a minimum of fifty points annually to qualify for retirement.

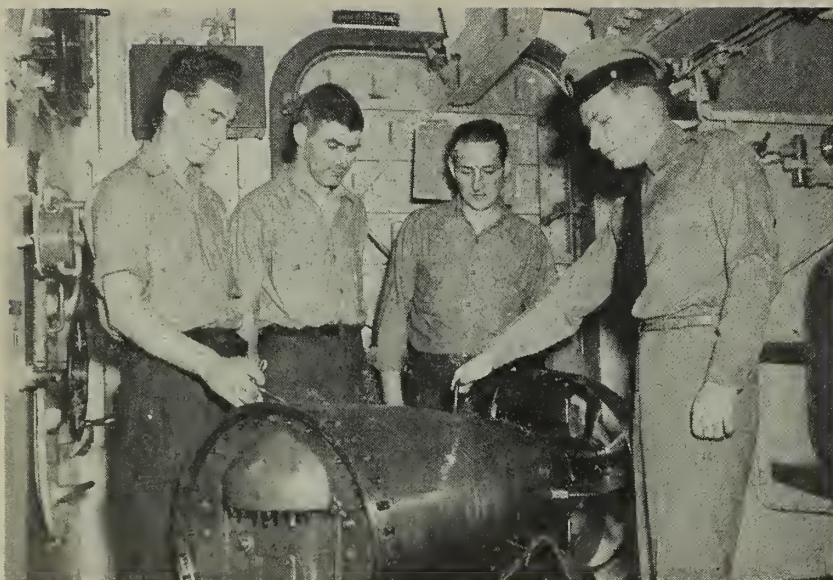
On the other hand, the Hospital Corps is an all-enlisted group. During World War II, more than two-thirds of the Corpsmen on active duty were Reservists. Since that time, Reservists have comprised more than half the Hospital Corpsmen who have seen service ashore, afloat and in the field with Marine units. Approximately ten per cent of the total of Re-

servists have comprised more than half the Hospital Corpsmen who have seen service ashore, afloat and in the field with Marine units. Approximately ten per cent of the total of Re-



NAVAL RESERVIST G. B. Fairchild, AD3 (left), is given instruction in spotting of a flight deck by H. L. Claar, ADC, USN, on board USS Leyte (CVA 32).





THREE Naval Reservists learn the 'workings' of a torpedo assembly under the guidance of G. E. Gartland, TMC, USN, during two-week training cruise.

servists ordered to active duty since Korea have been Hospital Corpsmen. Every Hospital Corpsman is a volunteer.

As with most other specialties in the Navy, it requires years of training to produce a good Corpsman. Today's training is exemplified by Surface Division 4-25 (HOSP), the first activity of its kind in the armed forces being devoted exclusively to the training of Reserve Hospital Corpsmen. Training here is conducted in the veteran's out-patient department of the Naval Hospital, Philadelphia,

where drills are held each week.

As indicated above, some portions of the Reserve are, in general, confined to training personnel for billets in the sea-going surface, submarine and air components of the Navy. The mission of other parts of the Naval Reserve is, however, to provide a large component of qualified or partially qualified personnel, men and women, both officer and enlisted personnel, available for active duty in the event of mobilization.

This latter component (known as the Volunteer Reserve following

World War II) provides a large number of specialists. Such programs provide training on a less extensive scale, but in a wider number of fields. Their aim is to train "pools" of personnel rather than entire units which would be mobilized as groups.

In every naval district and river command, volunteer programs have been established to assist Reservists in some form of training. Within the framework of regulations for the establishment of Reserve units, groups of Reservists have set up activities to fit their special needs, desires and local conditions. Petroleum units, for example, are set up in OIL districts of the nation. Cities like Detroit are natural locations for automotive transportation units. All inactive Reserve officers and enlisted personnel may submit requests to their commandants to form units.

In areas where no specialist unit has been organized that fits an individual Reservist's classification, he may participate in the Naval Reserve program via the "composite" type of unit.

The composite unit is designed to cover the needs of Reservists in smaller cities, where there is an insufficient number of specialists to support more specialized types of units. This unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties. All NRTC facilities are available for such volunteer when not in use by organized units.

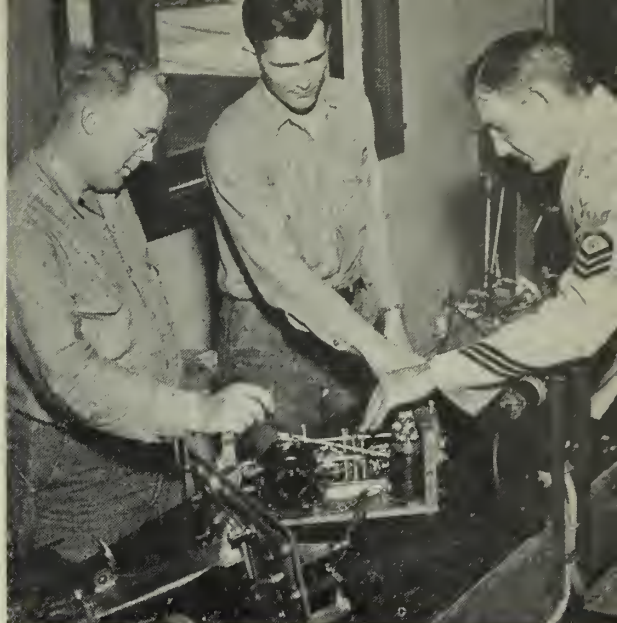
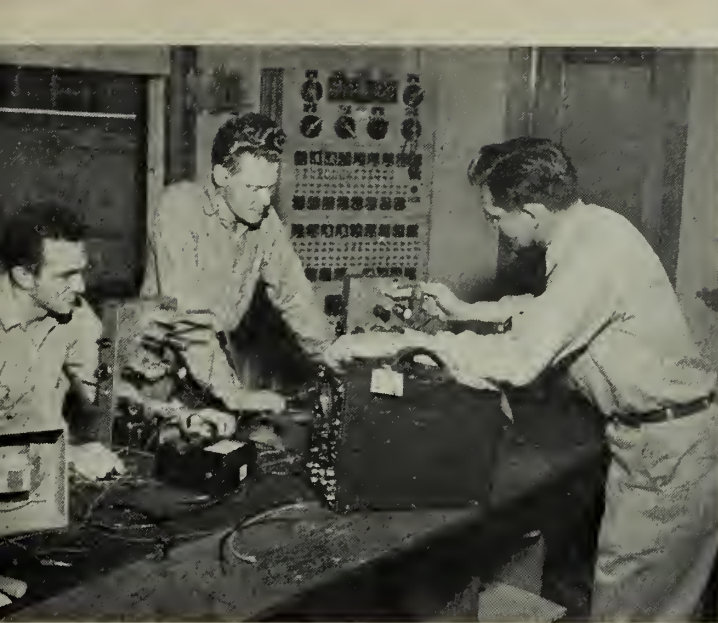
As the Armed Forces Reserve Act of 1952 goes into effect at the beginning of this year it marks the end of one period of Naval Reserve history and introduces another. Future implementation of the new Act may change the picture to some extent, but the main outline will probably remain much the same. No provision, for example, has been made in the Act for the continuation of the Merchant Marine Naval Reserve. However, it is contemplated that the Merchant Marine Reserve personnel will be incorporated into other components of the Naval Reserve.

This then, is your Naval Reserve as it has developed since the days of World War II. It will continue to adapt itself to meet changing conditions. Meanwhile, whether or not you're a member, you can be proud of your shipmates who are Reservists. They earned the Navy's respect.



SEAMANSHIP EXERCISE—Reservists' proficiency in hoisting small boats is scrutinized by Inspector-Instructor before training ship gets underway.



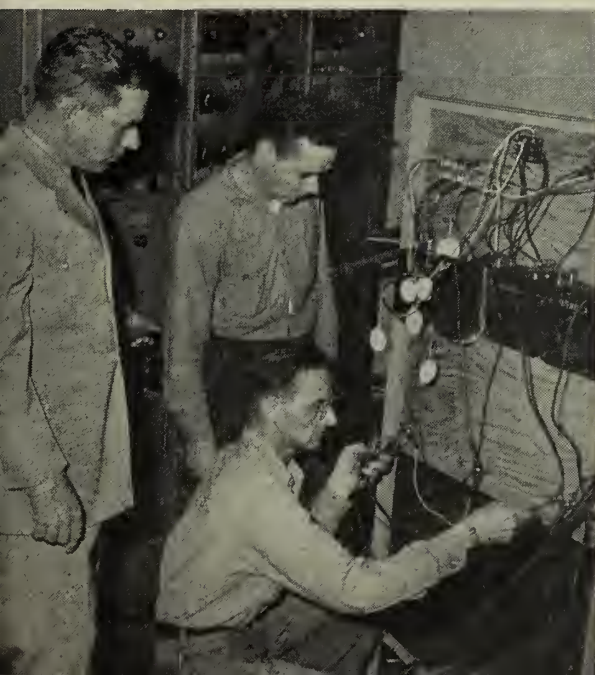
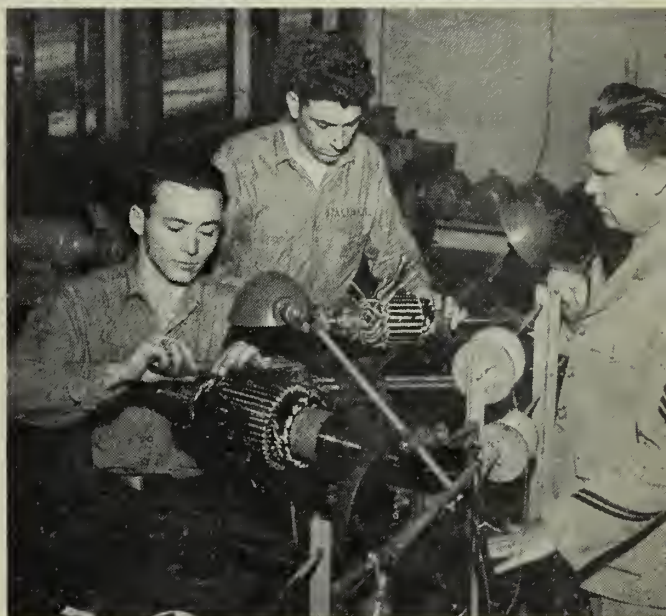


# Wizards at Wiring

**F**LEET electrician's mates—rated second class and above—have an opportunity to further their Navy schooling at the Electrician's Mates Class "B" School, Great Lakes, Ill.

The course lasts 20 weeks and emphasizes skills and techniques necessary for systematic methods of maintenance, trouble-shooting and repair of shipboard electrical equipment.

Here are some typical scenes at the school: *Upper left:* Step in signal tracing in audio amplifier is taught by chief interior communications electrician. *Upper right:* Students learn how searchlight carbon feed and retracting gear function to maintain proper arc voltage. *Right center:* EMs learn how to connect armature winding to commutator on wave wound armature. *Lower right:* Instructor, chief electrician's mate, supervises another phase in connecting armatures. *Lower left:* Connections of instrument transformers are checked as instructor watches.—CHELEC Bennie Krupa, usn.







ITALIAN and French commandoes, Greek raiders and U. S. Marines swarm ashore. Below: Planes prepare to take off from flight deck of USS *FDR*.



## A Big Step Forward:

NAVYMEN and Marines of the U.S. Sixth Fleet joined with British, French, Italians, Greek and Turkish forces to take part in "Operation Longstep."

More than 170 ships and 500 planes were involved in the ten-day training exercise that was carried on throughout the Mediterranean Sea.

Friendly forces were designated as "Blue" forces. They sought to dislodge the enemy from its positions in the eastern Mediterranean. Enemy forces were designated "Green."

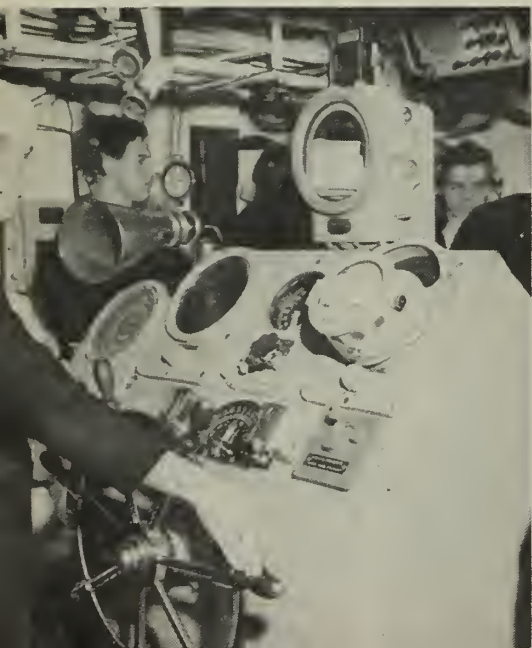
The operation got underway with "Blue" convoys putting to sea from ports in Italy and France. Lying in wait for them were submarines from U.S., Great Britain, France, Greece and Turkey. Almost immediately Green aircraft from the Italian 56th Tactical Air Force took to the air to seek out the fast carrier task force led by Vice Admiral John H. Cassady, USN, who commands the Sixth Fleet.

The Blue forces weren't to be caught napping however.

Air strikes were exchanged with U.S. and Italian planes attacking American ships and Blue aircraft hitting military targets in northern Italy.

During Operation Longstep the Navy air squadrons had an oppor-

SAILOR mans wheel of USS *FDR* (lower left). Below: French VADM Lemmonier, LtCol Thompson, USMC, and ADM Carney, USN, CinSouth, discuss the amphibious landings.





# Operation Longstep

tunity to gain experience and develop teamwork with the fleet units it would cover in time of war. Another important aspect of the operation was the training in the coordination of radio and wire communications between ships, planes and troops of the six-nation, five-language combined force.

Working with the Third Battalion of the Second U.S. Marines in the landing were French, and Italian Commandoes and Greek Army Special Raiding Forces—in all, 3000 men.

In the actual landing at Lebidos Bay south of Ixmir, Turkey, the Italians went ashore at H-Hour minus six in a diversionary attack on Doganbey Island.

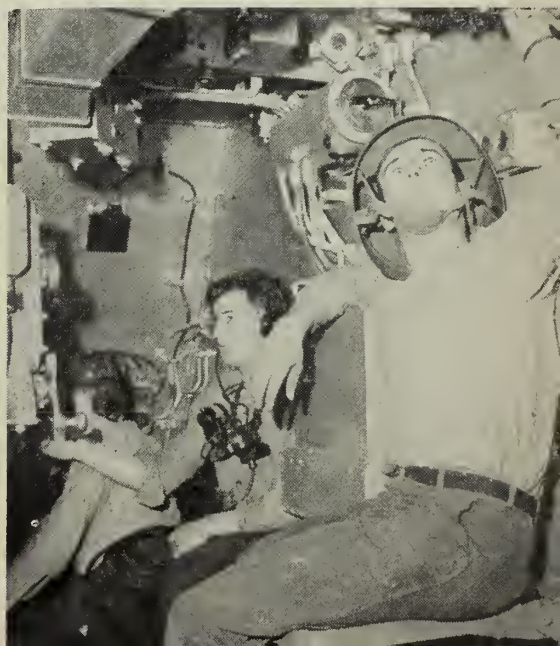
They were followed by the U.S. Marines along with the French and Greek troops. After securing the objective area and setting up a defensive perimeter, they were re-embarked and "Operation Longstep" came to a successful close.

"Operation Longstep" illustrates the role of the navies of the free nations in keeping the sea lanes of the world open for maintenance of vital commerce and mutual defense. For more information on the sea lanes as this nation's life lines, see ALL HANDS, June 1949, pp. 10-12.

TURKISH RADM Armon, Italian CDR Cattani, and LCDR Gurel, Turkish Navy, watch operation (below). Lower right: Gun crew waits for 'enemy' planes during the operation.



FRENCH cruiser *Montcalm* steams alongside USS *Des Moines*. Below: USS *Roan* is refueled at sea during 'Operation Longstep' in Mediterranean.





Brief news items about other branches of the armed services.

★ ★ ★

**HELICOPTER AMBULANCE UNITS** designed to evacuate critically wounded patients from forward combat areas have been authorized as an integral part of the Army Medical Service Corps.

Although helicopters have been used to rush the seriously wounded from combat areas to mobile surgical hospitals and rear-area evacuation hospitals since early in the Korean war, they have not officially been a part of Medical Service field-type units. Now they will supplement conventional means of evacuation—litter jeeps and ambulances.

The new air ambulance units will include five two-rotor utility helicopters capable of carrying three litter patients or four ambulatory patients, together with a medical attendant and pilot.

★ ★ ★

**A MAP-MAKING RECORD** was set by the Army Map Service when it produced, in a single year, 85,000,000 maps to be used by U.S. forces in Europe and by other NATO forces.

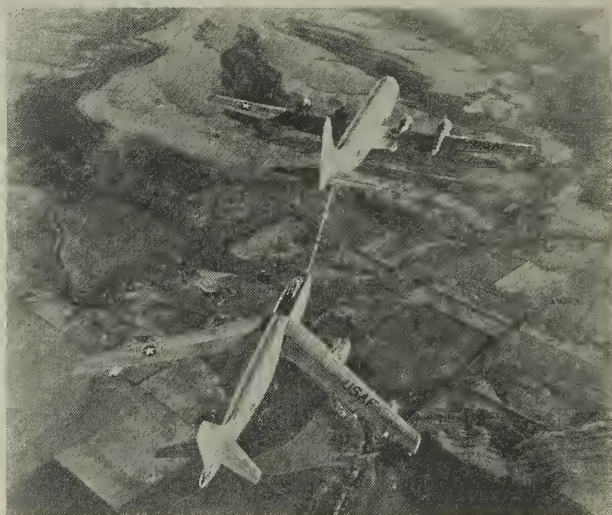
The project filled an urgent need for up-to-date maps and marks the first time the U.S. and Western Europe have used the same survey and grid system in military maps.

The uniform map-making system makes the new maps better than their World War II predecessors. Previously, European countries used different systems for surveying land and plotting map grids. (Grids divide a map into squares for the purpose of locating points by a system of rectangular coordinates.) As a result, the same hill or other terrain feature near the border of neighboring countries would be as much as 900 feet apart on different maps.

The Army Map Service, with the aid of lithographic firms in this country produced 75,000,000 copies of the maps. Western European nations made 40,000,000 copies, and the U.S. occupation forces in Germany printed 10,000,000.



**GROUND TROOPS** benefit from 105-mm recoilless rifle. Weapon underwent tests at Aberdeen Proving Ground.



**B-47 STRATOJET BOMBER** is refueled in flight by flying tanker during Air Force test of its flying boom system.

If the 125,000,000 maps were laid end to end, they would circle the world twice with a lap over of several miles. As a comparison, the largest mapping project by the Army Map Service in World War II supplied U.S. troops with 10,000,000 copies of more than 1,000 different maps for the North African Campaign.

★ ★ ★

**A THREE-MONTH NUTRITION TEST** to determine how Vitamin C and other ration supplements can be used to enable troops to endure stress and carry on at a high level of activity in cold climates, will be conducted by the Army Medical Nutrition Laboratory at the Warren Air Force Base near Cheyenne, Wyo.

The men participating in the test will be organized into four platoons. Each test platoon will subsist on packaged rations, supplemented by a different amount of Vitamin C, Vitamin B complex and other essential vitamins. They will perform normal military training activities and engage in physical fitness tests under field conditions.

Daily and weekly checks will be made to determine the effect, if any, of each diet on the men's physical fitness, ability to withstand stress, Vitamin C utilization and other physiological processes.

★ ★ ★

**DIFFERENT BRANCHES** of the Army can now be distinguished by the color of the scarves worn by their members.

Authorized for all Army personnel, the colored scarves will serve to dress up the familiar olive drab uniform. Two-fold purpose of the scarves is to boost troop morale and brighten up the uniform, according to the Quartermaster Corps.

Here's a summary of the scarves.

Adjutant General's Corps—dark blue, piped with scarlet; Armor—yellow; Artillery—scarlet; Chaplains—black; Chemical Corps—cobalt blue, piped with yellow; Corps



**FORMATION** of cargo transports—USAF C-119 'Packets'—heads for drop zone with paratroopers and gear.

of Engineers—scarlet, piped with white; Military Police Corps—green, piped with yellow; Finance Corps—silver gray, piped with golden yellow; Infantry—light blue; Inspector General—dark blue, piped with light blue; and Judge Advocate General's Corps—dark blue, piped with white.

The Army Medical Service Corps wears maroon, piped with white; Military Intelligence Reserve—golden yellow, piped with purple; National Guard Bureau—dark blue; Ordnance Corps—crimson, piped with yellow; Permanent Professors of U.S. Military Academy—scarlet, piped with silver gray; Quartermaster Corps—buff; Signal Corps—orange, piped with white; Staff Specialist Reserve—green; Transportation Corps—brick red, piped with golden yellow; Warrant Officers—brown; Women's Army Corps—old gold, piped with mosstone green.

★ ★ ★

A HIGH-SPEED PRINTING UNIT, capable of turning out 40,000 leaflets in any one of a dozen foreign languages, should speed up the production of front-line messages designed to encourage the enemy to surrender.

Each of these new Army units consists of two 10-ton 26-foot trailers. The unit has automatic thermostatic control for heat, humidity and air conditioning so that it may be operated at peak efficiency in temperatures ranging from 40 degrees below zero to 120 degrees Fahrenheit. Each trailer is towed by a two-and-a-half-ton tractor.

One of the trailers contains the editorial staff—an information officer, three script writers, two artists and two typists. In the second trailer is the "print shop." Here is photographic and plate-making equipment, together with a specially built, high-speed lithograph press.

The leaflets produced by these units will be distributed by air and artillery. For air dissemination, leaflets will be loaded in bombs and dropped from high levels; for

artillery dissemination, the material will be rolled to fit in 105-mm howitzers and fired at the enemy at close range.

★ ★ ★

A "SPRAY ON" TRANSPARENT DRESSING for use in atomic attack—as well as for other wounds and injuries—has been developed by the Air Force and is now being tested.

The transparent plastic dressing, called "aeroplast," can be sprayed directly on the injured parts of a victim's body from a pressurized container. Tests to date show the new technique may make gauze dressings unnecessary.

Besides being able to be quickly applied, "aeroplast" has the advantages of transparency and easy removal. It can be applied by an untrained person, is less expensive than gauze, and can be stored indefinitely in a small space. Ordinary gauze dressings are bulky and must be re-sterilized periodically.

When "aeroplast" is applied to a wound, it is sprayed over the affected part to a thickness of about five thousandths of an inch. While healing, the plastic can be peeled off intact without injuring the wound and a new coating applied quickly. "Aeroplast" adheres only to dry, healthy skin areas.

★ ★ ★

A GUARD SHIP stationed outside the Virginia capes is now challenging all vessels entering Chesapeake Bay. Norfolk is the first port where the Coast Guard will resume this port security measure of World War II.

USCGC *Tahoma* (WAGE 10) is stationed 10 miles out on an imaginary control line between the Cape Charles and Cape Henry lights. All incoming ships approaching the line are required to identify themselves, report name and registry, origin and destination, home port and last port of call.

The 165-foot hull of Coast Guard station vessel is painted a vivid yellow and bears the word "GUARD" in big black letters on her sides. She is equipped with radar and detection devices to discover and signal to ships arriving.



**BLASTS** from Army's 'Long Tom' field artillery light up Korean night as infantrymen are given close support.



# LETTERS TO THE EDITOR

## Are LCUs Commisioned Vessels?

SIR: Are LCUs (utility landing craft) considered as being commissioned vessels of the U.S. Navy? Do they fly commission pennants?—R.D.M., BM3, USN.

• LCUs (ex-LSUs and LCTs) are short-range utility type craft embarked whole or in sections in various ships for overseas movement. They are not individually commissioned U.S. Navy vessels in the legal sense of the word.

Those currently in active status are classed separately as "In Service" craft and are grouped in commissioned groups such as divisions or squadrons. The group itself is commissioned rather than the individual craft of the unit. This gives the unit commander the legal prerogatives of the commander of any commissioned vessel.

Normally the unit commander is embarked in a larger vessel, but now and then he officially embarks in one of his assigned craft. That particular LCU would then fly the commission pennant. This would be particularly true if for example, the LCU was one of three assigned to a given LST.—ED.

## Quota Limits on Advancement

SIR: Why does the Examining Center report the results of some service-wide examinations with the code "Q" (quota limitations), if such personnel will not be advanced?

Is there any chance that a man can be advanced later, even though he was reported as "passed" and not advanced because of quota limitations?—D.D.C., PNSN, USN.

• The purpose of indicating the code "Q" on the Advancement Authorization Listings is to advise all personnel of their standing among those who received a passing score, as well as inform the man whether he passed or failed.

The restriction on the number of men who can be advanced in certain rates is imposed by budgetary limitations and personnel allocations plans which cannot be exceeded.

If 100 men, for example, pass the exam for BM1 and the quota for that rating is fixed at 80 due to budgetary limitations, the 80 on the list of that rating selected would be those with the highest final multiple scores. The remaining 20 men indicated by the code "Q" would not come within the quota.

If those who pass a certain exam are not selected for advancement because of quota limitations they must take the exam the next time.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Tan Overcoat with Aviation 'Greens'

SIR: Are CPOs who are authorized to wear aviation "greens" also authorized to wear the officers' tan-colored winter working overcoat with the "greens"?—T.J.B., ALC, USN.

• No. CPOs who are authorized to wear aviation "greens" should wear the blue raincoat with this uniform.

Officers, however, may wear either the blue raincoat or the aviation winter working overcoat with the green uniform. Of the two, the overcoat is considered to be the more appropriate.—ED.

## Can Non-Citizens Join U.S. Navy?

SIR: I am a Filipino citizen working at Naval Air Station, Guam. If I have the chance I should like to join the U. S. Navy. What are the regulations concerning my situation?—E. S. M.

• One of the standards for first enlistment in the U. S. Navy is that the applicant must be a citizen of the U. S. or its outlying possessions. Citizens of other nations are not eligible for enlistment in the Navy. Citizens of the Philippine Islands have not been accepted for first enlistment in the Navy since 18 June 1946.—ED.

## POW Rank on Retirement

SIR: I am a former POW who accepted initial appointment of lieutenant (junior grade) on 6 September 1946 (dated for seniority precedence 1943). In December 1946 I was promoted to lieutenant, dated 1 July 1945 for seniority precedence. What will be the highest rank held at which I may retire after serving less than 30 years active duty?—J.G.K., LT, USN.

• On retirement, a former prisoner-of-war of World War II is entitled to be advanced to the highest rank to which promoted under Public Law 188, 77th Congress and in which he served satisfactorily.

However, all officers promoted under Public Law 381, 80th Congress, are entitled only to the highest rank in which they are serving at the time of retirement regardless of whether they have been a prisoner-of-war or not.—ED.

## Symbols Indicate Rank and Grade

SIR: On the Roster of Officers (Nav-Pers 353 Rev 4-48) an officer's billet description reads "1100-0 (Flag Officer)". The new pay table shows a flag officer symbol as "0-8". Just what is the difference?—W.B.K., YN2, USN.

• The first symbol, "1100-0 (Flag Officer)", is the code used to indicate the rank. The second symbol, "0-8", is used for an entirely different purpose. This symbol refers to the officer's pay grade.

The complete list of symbols to indicate officer rank are: 0-All Flag Officers, 1-Captain, 2-Commander, 3-Lieutenant Commander, 4-Lieutenant, 5-Lieutenant (junior grade), 6-Ensign, 8-Commissioned Warrant Officer and 9-Warrant Officer.

The code indicators for officer pay grades are: 0-8 Fleet Admiral, Admiral, Vice Admiral and Rear Admiral (upper half), 0-7 Rear Admiral (lower half) and Commodore, 0-6 Captain, 0-5 Commander, 0-4 Lieutenant Commander, 0-3 Lieutenant, 0-2 Lieutenant (junior grade) and 0-1 Ensign.

Pay grade codes for commissioned warrant officer and warrant officers begin with "W" and for enlisted members, "E".

An ensign would be listed on the Roster of Officers as "1100/6", and in the pay table as "0-1".

On the Roster of Officers any Flag officer above the rank of captain of the line would be shown as "1100/0".—ED.

## Right Arm Ratings in WW II

SIR: In 1941, at the beginning of World War II, what were the seven "right arm" ratings and their order of command precedence?—D.C.G., QMCA(T), USN.

• The seven "right arm" ratings in effect at that time in their order of command precedence were: Boat-swain's mate, gunner's mate, turret captain, torpedoman, quartermaster, signalman and fire controlman.

It is interesting to see how this master has changed since that time. Early in World War II the Torpedoman rating became the Torpedoman's Mate rating, a warrant Torpedoman designation having been established. In April 1948 the Turret Captain and Signalman ratings were embodied into the Gunner's Mate and Quartermaster ratings, in that order. And on 1 July 1955, the Fire Controlman rating will become incorporated into the Fire Control Technician rating.—ED.



## Mine Forces Shoulder Patch

SIR: A few of us who are members of the Navy's mine force would like the answers to two questions. (1) When did the yellow and blue shoulder insignia of the mine force go out of use? (2) Is anything being done about bringing it back into use?—M.O.M., MN1, USN.

• (1) In July 1946 authority for wearing shoulder patches by personnel serving in the mine forces—as well as certain other shoulder insignia—was withdrawn. The use of these insignia was then discontinued.

(2) Various proposals for the reestablishment of these insignia as part of the uniform have recently been considered by the Permanent Naval Uniform Board. The decision, however, was that these not be made a part of the naval uniform at this time.—ED.

## Long Service in Korean Waters

SIR: I would like to submit a challenge to *uss Mulberry's* claim of having served continuously in the Far East longer than any U. S. ship (ALL HANDS, September 1952, p. 30, which stated that *Mulberry* had put in 22 months in the forward area with the exception of a few months spent in Pearl Harbor for overhaul).

The *uss LST 799* was recommissioned by the Navy in Yokosuka, Japan, in July 1950 and has been in the Far East continuously since then. Of those 26 months (mostly spent as the flagship of Commander, Mine Squadron Three), almost all were spent either partially or entirely in Korean waters.—H. C., PNASN, USNR.

• Hats off to LST 799, a familiar name in the pages of ALL HANDS (see story on saving downed pilots in the November 1952 issue, p. 38).

Although we were primarily talking about ships that had left the States, served a tour in the forward area and returned to the States when we published *Mulberry's* letter, we are glad to acknowledge that LST 799, as well as a number of motor minesweepers, frigates and others recommissioned in Japan upon the outbreak of the conflict, probably have set records for continuous service in the Korean theater.

The "799" is a "hot" ship anyway. Congratulating the ship upon its departure from the Far East, Vice Admiral R. P. Briscoe, USN, Commander of U. S. naval forces in the Far East, said:

"For more than two years LST 799 has been on front line service in Korean waters, materially aiding in overcoming the Red mine menace. She has earned the admiration of all U. N. forces afloat."

This "front-line service" includes not only saving 25 pilots downed in the ocean but also includes mine-spotting duty, helping blockade the Korean coastline, serving in the Wonsan Harbor Control System and participating in amphibious landings.—ED.



COMMISSION pennant with seven stars is shown flying from mast of PT boat.

## Stars on Commission Pennants

SIR: I understand that the original Commission Pennant had 13 stars. Was this for the 13 original colonies? If so, what do the seven stars on the present Commission Pennant stand for?—R.S., BM3, USN.

• Commission pennants date from the earliest days of our Navy and until 1933 they came in many sizes varying from four feet to 70 feet. The larger sizes had 13 stars, the smaller ones only seven. In 1933, two sizes were adopted as standard, both containing seven stars. However, the number of the stars has no special significance—the figure seven was selected merely to provide the most desirable display.—ED.

## Advancement Examination Scores

SIR: I was advanced to YN3 after the 8 Jan 1952 service-wide examinations with a multiple score of 82.41. My multiple before the exam was 2.41. I understand that a score of 80 is tops. Am I correct in assuming that I had a perfect score?—E.R.D., YN3, USN.

• Yes, your examination score was a perfect 80. This is the highest score attainable under the new scoring system described in BuPers Circ. Ltr. 183-51 (NDB, July-December 1951).

Examination results are distributed to commanding officers for all candidates who were serving under their command at the time of examination. This report indicates whether the individual passed or failed. It also includes the results of the operational tests, if applicable, the final multiple score attained and whether advancement is authorized. In the case of Naval Reservists, the report will indicate whether they passed the complete exam for the corresponding general service rate. The exam score attained, on a basis of 0 to 80, is added directly to the multiple factors recorded to obtain the final multiple score.—ED.

## NUC Awarded on Individual Basis

SIR: In the September 1952 issue of ALL HANDS an article appeared concerning the awarding of the Navy Unit Commendation to several ships attached to Task Element 95.69. The list does not include the *uss Forrest Royal* (DD 872). During the period the commendation covers, the Commander of Task Element 95.69 was aboard the *Royal*. I would appreciate knowing if *Royal* was awarded a commendation for this action.—J.W.M., RD1, USN.

• Ships and units attached to Task Element 95.69 were recommended individually for the Navy Unit Commendation. A Navy Unit Commendation was recommended but not finally approved for *uss Forrest Royal*. Those ships and units in Task Element 95.69 that received individual Navy Unit Commendations are listed in Bureau of Naval Personnel Notice 1650 dated 7 July 1952.—ED.

## World War II Victory Medals

SIR: Can you tell me whether or not Philippine Liberation and World War II Victory medals have been struck and, if so, how they may be obtained?—B.C.B., LT, USNR.

• World War II Victory medals have been available since 1949. They may be obtained by applying to the Chief of Naval Personnel. An officer's request should be addressed to the attention of Pers B4, and an enlisted request to the attention of Pers E3. The request should state your full name, service number and rank or rate.

To date, the Navy Department has received no official information that a medal has been established by the Philippine government for the Philippine Liberation Ribbon.

All medals and ribbons issued by the Navy are now available to eligible naval personnel except the Korean Service and Armed Forces Reserve medals.—ED.



WORLD WAR II 'Victory Medal' — This award has been available to qualified Navymen since 1949.



## Requests for New Construction

**SIR:** I am interested in getting assigned to the pre-commissioning detail of *uss Forrestal* (CVA 59), now under construction at Newport News, Va. Through what chain of command should my request be forwarded?—A.M.W., BM1, USN.

**SIR:** Could you tell me if requests are being accepted to assignment to the pre-commissioning details of the new 3650-ton, *Mitscher* (DL 927) class destroyer leaders now under construction?—J.V.R., BTC, USN.

• *Requests from enlisted men for assignment to new construction should be forwarded through official channels via the commanding officer to the appropriate administrative command for consideration and final action. The rules governing requests by EMs for change of duty are contained in BuPers Manual, Art. C-5203.*

The Navy's policy for selecting men for new construction is based on the following factors: (a) personnel should be in the Fleet corresponding to the coast in which the vessels are being built; (b) an applicant should have a minimum of six months obligated service remaining after the commissioning date; (c) he must have a minimum of 12 months on current tour of sea or shore duty; and (d) there must be a requirement for his rate.

*uss Forrestal*—Due to the long period required for construction of *uss Forrestal*, the Bureau of Naval Personnel is unable to determine at this time the date of assembly of enlisted personnel of the pre-commissioning detail. A waiting list will not be maintained for this ship until six months prior to commissioning date.

*Mitscher*-class, DLs — BuPers (Pers B211j) is accepting chain-of-command



USS *MITSCHER* (DL 2)—Navy men may ask for transfer to pre-commissioning details of *Mitscher*-class ship.

requests for transfer to the pre-commissioning details of these four ships. The Bureau will place the names of men requesting this duty on a waiting list for consideration at such time as the crews are being assembled.—Ed.

## Lifting Temporary Rates

**SIR:** I understand that since 1 Jan 1951 all those making rates from E-5 to E-7 have temporary rates and that all acting appointments in pay grade E-7 are "frozen." Do you have any information as to when the "temporary" and the acting appointment limitations will be lifted?—L.W.M., SKCA (T), USN.

• *At the present time it is impossible to predict the date on which the temporary rate limitation (along with the CPO acting appointment limitation) will be lifted.*

*Incidentally, a few years ago the acting appointment "freeze" would have made a difference in pay. Since the 1948 pay act, however, the pay of all CPOs, whether temporary and acting or permanent, is based on the same pay level.*—Ed.

## No Male Nurses in USN

**SIR:** A number of hospitalmen who held certificates as registered nurses prior to enlistment in the Navy would like to know why they are denied officer rank and are enlisted as third class hospitalmen while a woman with the same civilian training can receive a commission. We believe this policy is a discrimination against men who have equal educational qualifications and civilian experience. Will you tell us why the Navy does not offer commissions to qualified male registered nurses?—P.R.W., HM3, USN.

• *A bill was introduced in Congress on 20 Aug 1950 providing for the appointment of male citizens as nurses in the Army, Navy and Air Force. This bill was not passed by Congress. Therefore, there is no statutory authority for the appointment of male nurses to commissioned rank in the armed force.*

A section of Public Law 36 (80th Congress) provides for a Nurse Corps but states that "appointees shall be female citizens of the U.S. who shall have reached the age of 21 years on 1 July of the calendar year in which appointed, and who shall not have reached the age of 29 years on 1 July of the calendar year in which appointed. The Reserve established by this Title shall be composed of members who are female citizens of the U.S. and who shall have such professional or other qualifications as shall be prescribed by the Secretary of the Navy."

The Army-Navy Nurse Act of 1947, as amended, was based on the assumption that the Corps would be composed wholly of women and many of its provisions were included solely because the act concerned female personnel.—Ed.

## Typing Tests for Advancement

**SIR:** As a PN3 and an experienced typist I believe I am capable of meeting the qualification of typing, as well as the professional examination, for advancement to PN2, but during the last service-wide competitive exam I failed the operational test for accuracy and speed in typing. I feel this was caused not by my inability but the conditions of nervous pressure that exist at such times.

I would like to suggest that the examining authority give three typing tests and take an average to arrive at the final score, thus enabling a good typist to make up for one bad test. It is very discouraging to pass the professional test and then fail to make the grade due to a typing test that could otherwise could have been passed easily.—B.M.H., PN3, USN (W).

• *The Bureau of Naval Personnel and the U.S. Naval Examining Center are aware of the problem and steps are now being considered to modify the typing test procedure by allowing a five minute pre-test practice period. It is difficult, however, to compensate or measure the error factor which is due to such personal conditions as nervousness. It is the purpose of the service-wide competitive examinations to conduct all tests under the best conditions possible and on an equally fair basis.*—Ed.

## Captain's Mast

**SIR:** We are having a discussion on this ship about the term "captain's mast." Some maintain that it is still proper to use the term in official correspondence and in writing up the deck log.

Others say that the term was done away with when the Uniform Code of Military Justice came into effect in 1951. Since the UCMJ uses the term "non-judicial punishment" for this level of military justice proceedings, these folks hold that, for example, the deck log should read: "The Captain held non-judicial punishment this date and assigned punishment as follows . . ."

What's the word in Washington on the use of this term?—T. B., LTJG, USNR.

• *The term "Captain's Mast" is still very much alive. In Art C7211 (2) of the BuPers Manual, "Captain's Mast" is specifically mentioned. Here it states that a commanding officer may reduce an enlisted person, except a chief petty officer (permanent appointment), "to the next inferior rate or rating as a nonjudicial punishment at Captain's Mast . . ."*

The term "Captain's Mast" goes back to the days of the sailing ships when the CO meted punishment to offenders before one of the ship's masts.—Ed.



## More On Submarine Holland

SIR: The article entitled "The Navy's First Submarine," *uss Holland*, in your June 1952 issue (page 38) was read with great interest. In view of one statement, however, that "the smoky exhaust of the gasoline steering engine discharged inside the boat when it (the boat) ran submerged," I am surprised that there were any survivors. Have you any information on the carbon monoxide problem of this pioneer submarine?—Captain O.E., VDA, (MC), USN, Director, Submarine Medicine Division, Bureau of Medicine and Surgery.

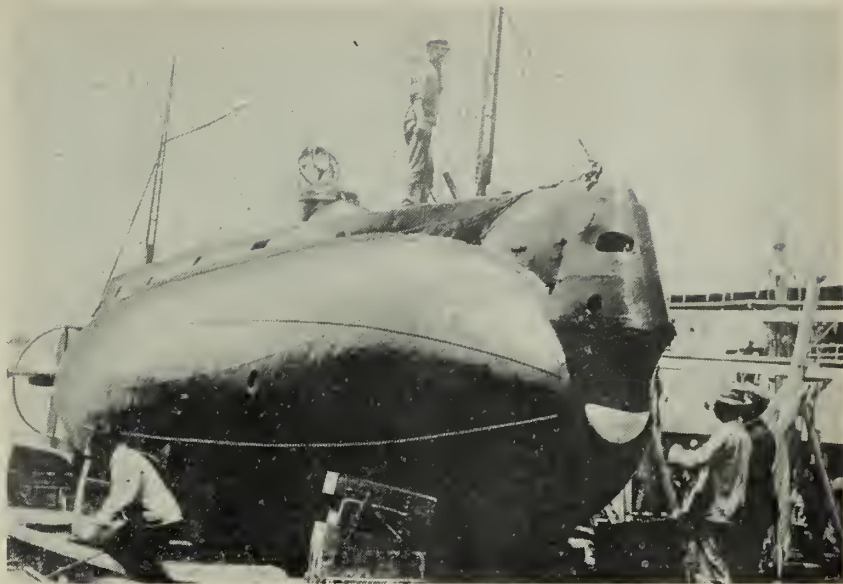
• The ALL HANDS original informant erred in saying that *Holland* had a gasoline steering engine and that it discharged inside the boat. Here is the true picture on that point, supplied the magazine by the submarine branch of the Bureau of Ships.

"There was no such unit as a gasoline steering engine on any of the *Holland* boats. Air engines were employed for diving control. These were attached to the stern rudders. Automatic control of the air engine could be employed, but in actual practice this was not utilized. Therefore, hand control was the order of things. The same held true for the vertical rudders which involved steering. The air engines, incidentally, operated from the submarine air banks.

"When the submarine ran submerged, a surface observer would see the conning tower awash. The captain would peer through peep holes to see where he was going. He had no periscope. Operation in this awash condition—as well as in other submerged conditions—was accomplished by the boat's motor (a 50-horsepower dynamo motor). Power for the motor, in turn, came from 60 electric storage battery cells.

"Main propulsion was accomplished by a 50-horsepower Otto gasoline engine. This was equipped with an overboard exhaust piping and a muffler system provided to get rid of the gas fumes of the engine when the boat operated on the surface.

"The surface condition of the boat was such that the outboard exhaust



NAVY'S FIRST SUBMARINE, *USS Holland*, is shown in drydock about 1901. It had a conning tower of bronze, one inch thick and single screw propeller.

valve arrangement and the muffler were under the superstructure deck, in other words, below the surface-condition water line. This meant that the muffler and exhaust valves were submerged by a few feet even when the boat ran on the surface.

"A 'muffler box' enclosed the engine valves. The engine being a four-cylinder affair, a separate exhaust line ran up to the box from each cylinder. In that way the engine could be run as a one-cylinder unit, a two-cylinder unit, a three- or four-cylinder unit by opening the appropriate exhaust lines.

"The design of the muffler box and valve arrangement was such that the engine was able to discharge its gasses overboard in spite of the submergence of these valves. When the boat ran on the surface, all engine gases went overboard.

"Some gases did get into the boat, however, due to mal-operation of the muffler box or outside valves when the engineer pulled a boner by closing the

outside valve before the engines approached the stop condition. When he did this, the spring safety valve on the engines would open, allowing the exhaust gas to discharge into the room. These were accidents, however, and not standard operating procedure."—Ed.

## Korean Presidential Unit Citation

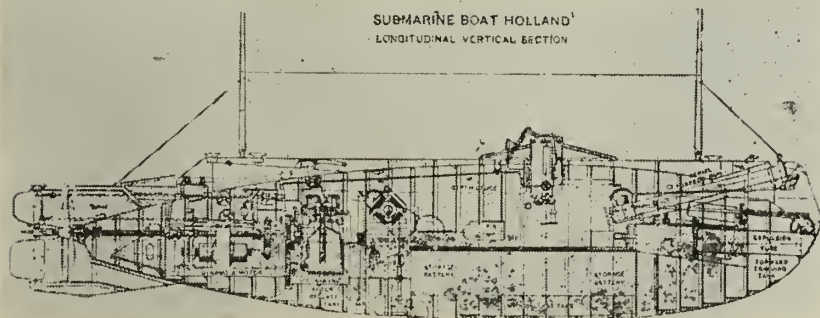
SIR: In the summer or fall of 1951 the Korean Presidential Unit Citation was awarded to Task Force 95 by the President of the Republic of Korea. Has there been an official announcement authorizing the wearing of this ribbon?—T.E.H., LT, USN.

• The Secretary of Navy has taken steps to get Congressional permission for the wearing of the ROK Presidential Unit Citation. In the meantime eligible Navy men may not wear the ribbon.—Ed.

## Alterations to Uniforms

SIR: I understand that up to \$1.00 is allowed for alterations of uniforms purchased in Clothing and Small Stores. My question is whether this allowance is for one uniform or for any number of uniforms purchased at one time. Does this free alteration allowance also include sewing on of service stripes and rating badges?—W.D.R., AG1, USN.

• Free alterations up to the value of \$1.00 to each new article of uniform purchased from Clothing and Small Stores are authorized by the Navy Exchange Manual. Alterations in excess of \$1.00 will be paid for by the individual out of the monthly uniform maintenance allowance received. Alterations do not include sewing on rating badges and service stripes.—Ed.



CROSS-SECTION of *Holland* reveals location of armament. The submarine could be powered by 45-horsepower gasoline engine or an electric motor.



### Reverting to Enlisted Status

SIR: The background to my question is the Navy's policy of releasing from active duty Fleet Reservists who have performed 24 months' active duty since the beginning of the Korean conflict. I am a temporary officer who has served 24 months on active duty since the Korean conflict, and—except that I am a temporary officer—would be eligible for transfer to the Fleet Reserve.

How does the picture look for temporary officers in my status regarding transfer to the Fleet Reserve?—H.I.M., LT, USN.

• In order for a temporary officer to be transferred to the Fleet Reserve, it would be necessary for him to terminate his temporary appointment and be reverted to his permanent enlisted status. However, requests for such termination are not being approved at the present.

This fits into the general picture explained in the October issue of ALL HANDS, p. 9. During the present emergency, as stated in Alnav 83-50 (NDB, July-Dec 1950), the policy of the Navy is to suspend all voluntary retirements of officers having less than 30 years' service.—Ed.

### Extra Pay Awarded for Heroism

SIR: Is the 10 per cent extra pay awarded for heroism to members of the Fleet Reserve computed on the base pay or the retainer pay?—R.S.W., MMRC, USNR.

• Public Law 720 (79th Congress) amended Section 204 of the Naval Reserve Act of 1938 to provide payment of 10 per cent extra pay to retired members of the naval service for extraordinary heroism. The additional pay is computed on your base pay and longevity at time of retirement.

Eligibility of members of the Fleet Reserve to receive extra compensation for acts of extraordinary heroism must, in each case, be determined by the Secretary of the Navy.—Ed.

### Assignment to CBs

SIR: While serving overseas with the rating of airman I worked for 17 months as a construction electrician with a construction battalion outfit. I have now returned to San Diego. I should like to attend a CB school and be transferred to a CB unit. How should I go about applying for this?—R. C. H., AN, USN.

• A request for assignment to a construction battalion should be submitted to Commander Service Force, U. S. Pacific Fleet, via the chain of command.

In order to attend Naval School, Class "A", Construction Electrician's Mate, it would be necessary for the Chief of Naval Personnel to waive your rate since an AN normally is not eligible to attend this school. A request for such waiver should be forwarded to the Chief of Naval Personnel (Attn: Pers-B212d) via



USSCoral Sea (CVA 43) lies at anchor at Guantanamo Bay, Cuba.

### CVAs Transiting Panama Canal

SIR: There's a big discussion about carriers by our "barber shop gang." Can the "big three," the CVAs Midway (CVA 41), Franklin D. Roosevelt (CVA 42) and Coral Sea (CVA 43), pass through the Panama Canal?—S.T.S., HM3, USN.

• No, the Midway-class carriers cannot pass through the Panama Canal. Here's why: Their beam is 113 feet and the width of the locks is only 110 feet.

Some of the other CVAs (all former CVs were recently re-designated CVAs), namely, ships of the Essex-class (CVA 34 and CVA 19 classes) are also unable to pass through the Canal. For example, ships of the CVA 34 class (27A conversions) cannot transit the Panama Canal since a four-foot blister has been added on each side which throws the deck edge platform of the carrier into the top of the Panama Canal locks. However, even without the blisters transit of the Canal by these carriers would not be practical since there would be only six inches leeway between the ship and the locks.—Ed.

chain of command. Every consideration will be afforded such a request.—Ed.

### Gold Hashmarks for PO3s and Up

SIR: Since last September I have been qualified to wear gold service stripes and a gold rating badge (as prescribed by Navy Uniform Regs, Chap. 12). The storekeepers at the local Clothing and Small Stores tell me they have never seen a gold rating badge for a first, second or third class petty officer.

They also tell me that BuPers has to be notified when a man becomes eligible for a gold rating badge and gold hash marks—and that the Bureau will forward them to me. Sounds sort of strange to me. What is your interpretation of this matter?—J.W.B., RM1, USN.

• When a man qualifies for the gold rating badge and hashmarks, he need not notify BuPers. Instead, he purchases them on his own.

Gold rating badges (and gold service stripes) may be purchased either from

a commercial uniform store or from the Navy. Those available from the Navy—if you can't get them from your local Clothing and Small Stores—should be requisitioned by the C&SS officer from the Clothing Supply Office, Naval Supply Facilities, Brooklyn 32, New York.—Ed.

### Fire-Fighting Assistant's Device

SIR: A number of station-mates and I would like some information on the fire-fighting assistant's distinguishing mark and qualifications. We would also like to know if there are plans for a fire fighter rating.—J.E.C., AN, USN.

• The fire fighter assistant's device is a Maltese Cross design worn on the right arm. Qualifications for designation as a fire-fighting assistant are listed in the BuPers Manual (Art. C-7412). The combined practical factors and examination subjects, which make a rather long list, involve a thorough familiarity with fire-fighting techniques.

With one exception, all enlisted men, whether ship or shore-based, are eligible to qualify. The lone exception is damage controlmen, a large part of whose rating deals with fire-fighting skills. Once qualified, a man must requalify yearly to keep the designation.

There are no plans to establish a separate fire-fighting rating.—Ed.

### Prize Vessel with Surprising Cargo

SIR: I was serving on board USS Conner (DD 582) when in July 1945 we received orders to proceed with USS Charrette (DD 581) to Banda Sea in the vicinity of New Guinea to intercept the Japanese hospital ship, Tachibana Maru, which had been reported carrying ammunition. In a few days we overhauled her, boarded her and took her to Morotai, Dutch East Indies.

I have often wondered what happened to that Jap ship. Also, was Conner ever awarded the Presidential Unit Citation or the Navy Unit Commendation?—H.N.C., YN2, USNR.

• The fifth volume of Battle Report, p. 447, has only this to say: "...The hospital ship Tachibana Maru (was) captured by Captain William H. Watson's DesDiv 102 (Conner and Charrette) while making a run in the Banda Sea. Enroute to Java, the fully lighted mercy ship was loaded with over 40 tons of ammunition, small arms, five 75-mm. howitzers, 1670 soldiers, three monkeys and two cats."

Conner's history reports that she brought her prize into Morotai Harbor in the Halmahera Group on 6 Aug 1945. The Jap ship was thoroughly cleaned and later turned over to ComSeventh-Flt.

There is no record of any awards having been made to personnel of Conner or awards of the PUC or NUC to the ship.—Ed.



### Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss *Tanner* (AGS 15) — The *Tanner* Annual 1952, an 80-page cruise book covering both the Southern and the Northern cruises is available to mail order purchasers for \$3.30. Remittance should be made payable to Annual Staff, uss *Tanner* (AGS 15), Fleet Post Office, New York, N. Y.

### Midshipmen Rate Salutes

SIR: Will you please settle a discussion concerning salutes to midshipmen of the Navy. Navy Regulations states that salutes shall be rendered to all officers and that midshipmen are officers. However, there are some personnel here who think midshipmen do not rate the hand salute. I contend that midshipmen do rate one. How about this? —R.M.F., AMC, USN.

• You are right. Article 1302, U.S. Navy Regulations, defines the grades of officers in order of seniority as follows: fleet admiral, admiral...ensign, commissioned warrant officer, midshipman and warrant officer.

Governing the exchange of salutes, Article 2111(2) reads in part: "All persons in the naval service shall salute all officers senior to themselves on each occasion of meeting or passing near or when addressing or being addressed by such officer." In accordance with these two articles midshipmen rate the hand salute by all junior naval personnel.

An article titled "Naval Courtesy—Ashore and Afloat," ALL HANDS, March 1952, pages 25 through 40, gives a complete round-up of saluting etiquette for all occasions.—ED.

### Carrier Pigeon, USN?

SIR: I have three questions that I hope you will be able to answer for me. (1) Does the Navy use any carrier pigeons at the present time? (2) If so, where and what are their services and (3) what are the requirements and where may I obtain the information?—D.J.B., SA, USN.

• The Navy (1) does not use carrier pigeons at the present time.

(2) There are no billets open for personnel in the breeding, training or care of homing pigeons. However, during World War II some use was made of homing pigeons as message carriers within or between Navy units and personnel were trained to perform the job of Pigeon Trainers. (3) The Manual of Enlisted Navy Job Classifications (NavPers 15105) contains a description of the job and provides for an Exclusive

Emergency Service Rating job classification code and title—"ESC-9792, Pigeon Trainer." Such classification would be assigned only during wartime as needed.—ED.

### More Globe Girdling Destroyers

SIR: We noticed that in your story in the October 1952 issue of ALL HANDS on the destroyers that have completed round-the-world cruises you left out DesDiv 181.

We left Newport, R. I., 3 Jan 1951 for Korea via the Panama Canal and returned 8 August of the same year via the Suez Canal. We sailed into Newport, thus completing a world cruise of approximately 60,000 miles.

The ships of the division were uss Joseph P. Kennedy Jr. (DD 850), uss Fiske (DD 842—now DDR 842), uss William R. Rush (DD 714) and uss Hawkins (DDR 873). We made stops at Hong Kong, Singapore, Colombo, Bahrain, Suez, Port Said, Naples and Gibraltar.—D.F.C., QMC, USN.

• A number of destroyer divisions have recently circled the globe on their way home from Korea. ALL HANDS, in its story, did not attempt to name them all but is glad to have another addition.—ED.

### Surrendering I.D. Cards

SIR: An argument has arisen at this activity concerning Armed Forces identification cards. Some say that they should not be surrendered to another person under any circumstances. Others say that they may be turned over to the police under some conditions. Can you clear up these points?—J.E.B., YNT1, USNR.

• First of all, a person surrenders his Armed Forces identification card when he is separated from the naval service. He also surrenders it when he is issued a new card. (See "Change in I.D. Cards," ALL HANDS, November 1952, p. 9).

In addition to these two instances, police authorities (Armed Services police and civil authorities alike) are authorized to remove a man's I.D. card when placing him under arrest. The card is then returned to the owner when he is released from custody.

If a man is released in his own custody and sent on to his ship or station, his I.D. card is returned to him. However, if he is sent under guard the I.D. card remains in the Guard's custody for delivery to his commanding officer. The C.O. returns the I.D. card to its owner when he is released from arrest.—ED.

### Photos, 15 Years Apart, Tell Good Recruiting Story

SIR: I am enclosing two snapshots of myself and my two nephews, Robert LaRicci, on my left in both pictures, and Michael DePaul Jr., on my right.

The photo at left was taken upon my return from the old Asiatic Station in 1936 after a five-year tour. The photo at right shows us in the same order 16 years later. Robert and

Michael were both just about to complete boot training at Bainbridge. I had "gone out on 20," been recalled to active duty and assigned as an instructor at Bainbridge.

Needless to say, I am very proud of both of them for "going Navy."—A. A. DePaul, GMMC, USN.

• But chief, you've shrunk!—ED.



GETTING the early word on Navy in left photo, Michael DePaul, Jr., and Robert LaRicci, later join uncle A. A. DePaul, GMMC, USN, at Bainbridge.



**Advancement for Hospital**

SIR: I am a patient in a naval hospital. Before I was transferred to the hospital I was notified that I would be advanced as a result of a service-wide competitive examination. Can you tell me why I have not been advanced?—J.H.M., SN, USN.

• An individual who is transferred to a naval hospital or medical facility is not eligible for advancement in rate or rating if, on the authorized limiting date of advancement, he is still a patient in a hospital.

An exception, however, is an individual who is hospitalized as the result of wounds received in actual combat with enemy forces. He may be advanced while so hospitalized. Other hospitalized Navymen, however, may only be advanced if returned to duty prior to the limiting date authorized for advancement and if they are in all other respects fully eligible for advancement.

If you were not advanced because you were hospitalized and not returned to duty until after the limiting date authorized for advancement, you will be required to take another examination.—ED.

**Precedence of NROTC Graduates**

SIR: Are Naval Reserve Officer Training Corps graduates who are commissioned as ensigns in the Regular Navy placed in the Register of Commissioned and Warrant Officers of the U.S. Navy and Marine Corps in alphabetical order or listed by class standing?—J.A.B., CDR, USN.

• The listing of ensigns in the Register is as prescribed by Public Law 729 (79th Congress), which also prescribes that all ensigns commissioned in any year shall have the date of rank of the

date of graduation of midshipmen from the Naval Academy.

Upon receipt by the Chief of the Bureau of Naval Personnel of the class standings of all ensigns commissioned in any year, regardless of source of procurement, the ensigns are arranged categorically among themselves on a precedence list as determined by their class standings. Then a combined lineal list is composed of all ensigns commissioned in any year, the ensigns being arranged in precedence positions in accordance with a percentile formula. In case of ties in percentile rank, seniority is determined by the earlier date of issuance of commissions to those ensigns concerned.

The Register of 1 January 1953 will show the ensigns commissioned in 1951 in their correct lineal order.—ED.

**Volunteer for UDT Duty**

SIR: At present I am stationed on a carrier operating with MSTs in the Pacific. I would like to volunteer for Underwater Demolition Team (UDT) duty. Upon completion of recruit training I attended Machinist Mate's Class "A" school. How should I apply for UDT training?—L.J.B., MMFN, USN.

• Enlisted men of the Pacific Fleet apply for this training in accordance with the latest ComServPac Instructions which are available in your ship's personnel office. EM's of the Atlantic Fleet apply in accordance with notices promulgated by ComServLant as classes convene. In your case, if you meet the qualifications, your request, with the endorsement of your commanding officer, should be forwarded to ComServPac via ComMSTSPac area and ComPhib-TraPac, who controls the school quota for Pacific Fleet commands.

Personnel selected for UDT training must volunteer for this duty and have a minimum obligated service of 18

**Ship Reunions**

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Hornet (CV 12)*: For information regarding the 1953 *uss Hornet (CV 12)* club reunion, write to A. Lipsky, 266 Conklin Ave., Hillside, N. J.

• *uss Attala (APA 130)*: Officers and men of this ship interested in a reunion during 1953, at a time and place to be decided by mutual consent, may write to Carl S. Carlson, Box 456, Safety Harbor, Fla.

• *Waves Supply Corps*, August 1943: It is proposed to have a 10th reunion of the Waves of the Supply Corps class of August 1943, at a time and place to be designated by mutual consent. Those interested please contact Ann Monroe Samson, 996 Amarillo Ace., Palo Alto, Calif.

months remaining when they enter training. Applicants are required to meet physical qualifications in accordance with the Manual of the Medical Department requirements for divers (Art. 15-30) and must be able to swim easily a distance of one mile using at least three different strokes, such as the crawl, back, side or breast strokes.

Other requirements are an education of at least two years high school or the USAFI equivalent. Also, applicants must not be more than 30 years of age at time of assignment.

For information about the type of work accomplished by UDT members, the number who qualify in training, and the hazards involved, see ALL HANDS, May 1950, p. 2, for the article "Demolition Demons."—ED.

## ...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



# Navy Ships and Crews Are Sports-Minded

**S**PORTS meet two requisites of a wholesome life aboard ship—one, an opportunity for physical exercise; secondly, the means of intelligent recreation in idle hours.

The Navy's physical fitness program has among its main objectives the development and maintenance of the body's strength, muscular endurance, agility, flexibility and speed of action.

These skills developed in combative sports and athletic games pay off—both to yourself and the naval service. For example, development in bodily strength and endurance is reflected, along with improvement of military posture, in a man's greater self-confidence and self-respect. Agility in sports also tends to improve ability to respond quickly to changing combat situations. Sports develop alertness, aggressiveness, initiative and resourcefulness. Team work carries over into daily shipboard assignments. Individual and group morale is improved, and the result is a "happy ship."

The size of a ship, of course, seriously affects the number of games and sports that can be played. But with certain changes, many sports can be adapted to shipboard life.

With this in mind, **ALL HANDS** presents on the following pages brief descriptions and observations on several sports or games adaptable to the Navy's various types of ships, having primarily in view the smaller ships in which the areas suitable for athletic activity are limited.

Detailed treatment of all the sports listed on the following pages is not possible. However, there are innumerable publications available which will adequately fill the gaps.

Limited supplies of sports rule books, which will be furnished without charge as long as the stock lasts, are carried at seven naval activities, namely: Naval Supply Center, Norfolk; Naval Supply Center, Oakland; Naval Supply Depot, San Diego; Naval Supply Center, Pearl Harbor; Naval Supply Depot, Great Lakes; Naval Supply Depot, Newport; and Naval Supply Depot, Seattle. Also available, at a minimum charge, are scorebooks for miscellaneous sports.

The rule and score books carried by these supply activities are for sports primarily suited for shore activities, but include some adaptable to ships. They are boxing, wrestling, baseball, softball, football, soccer, handball, volleyball, basketball, swimming (including water polo), table tennis, tennis and badminton.

In addition, two publications which fully describe dozens of games can be obtained at the nominal fee of 30 cents each from the Superintendent of Documents, Government Printing Office, Washington, D. C. They are Technical Manuals (Sports) TM21-221 and TM21-225. A number of excellent guides (50 cents each) can be procured from the sports library of the American Association for Health, Physical Education, and Recreation, 1210 16th St., N. W., Washington 6, D. C. Several good books on sports in general are also available for inclusion in ship's libraries.

For the more serious minded athletes, especially those who hope to compete in top-level tournaments, both within the Navy and in civilian contests, it will prove advantageous to become acquainted with the official

rule books of the National Collegiate Athletic Association and the Amateur Athletic Union of the U. S.,

As for the equipment necessary for the performance of the sports we mention, one pastime requires no gear whatsoever, others involve simple items which with a little ingenuity can be devised from materials generally available aboard ship, while still others call for a minimum of equipment but of the type which must be obtained from outside sources.

Ships with non-appropriated recreation funds can purchase sports equipment on the open market or order it from any one of the seven naval supply centers and depots mentioned above. However, these activities stock only welfare and recreation equipment listed in Class 37 (Group 3) of the General Stores Section of the Catalog of Navy Material.

To make a cash purchase from General Stores, a "Requisition Afloat" should be prepared and signed by both the supply officer and the commanding officer. Forward the request to the nearest supply activity designated to stock welfare and recreation material. Checks and/or money orders should be made payable to the Treasurer of the United States.

If a ship does not have funds available, assistance should be requested from the type commander. Also, ships which do not have copies of the Navy Material Catalog may consult their type commander.

Of the equipment necessary for the sports we cover in this article, the following items are included in the Catalog of Navy Material (if possible, it is desirable and economical to purchase athletic equipment through the Navy supply centers):

Boxing gloves, head guards, rubber mouthpieces, portable rings, training bags, striking bags (with platforms and swivels), striking bag exercise gloves, boxing and wrestling mats, mat covers, skipping ropes, fishing kits and tackle, golf clubs (bags, balls, tees), tennis balls, badminton rackets, badminton shuttlecocks, table tennis sets (nets, posts, paddles, balls), table tennis tables (two-section, folding), basketballs, foot and hand-type inflators and inflating needles, basketball goals (baskets), water polo balls, knee pads, sweat shirts, sweat pants, athletic supporters, athletic socks, rubber and leather softballs, darts and dartboards (reversible, cork-faced).

Other equipment described in our roundup may be found in Navy Exchanges and similar military stores ashore, or in any commercial sporting goods store.

For the information of ships interested in other sports, the Navy Material Catalog lists items necessary for baseball, softball, football, soccer, medicine ball, volleyball, archery, and horseshoes (steel, for outdoor use). Also available are dumbbells, Indian clubs, climbing ropes, and jumping standards.

Now, turn to the next page and take a look at the sports listed. If your ship has discovered any sport that we have not listed, send **ALL HANDS** a description of it, and any pointers which should be considered in adapting it to other vessels. Safety factors are important. For example, we have not listed "weight lifting" because, although it is a fine sport, the dangers inherent are such that it should not be authorized except under highly competent supervision and careful preliminary training.





# Streamlined Sport

## Boxing

Boxing has long been one of the Navy's most popular sports. In addition to its value as a physical conditioner and character builder, boxing provides practical training and experience in the art of self-defense in hand-to-hand action, and inspires the development of combat spirit.

The sport of boxing is adaptable to almost any type of ship. Although on smaller vessels there probably is not room enough



to set up a regulation ring, there generally can be found an area (topside or below decks) where a couple of punching pals can engage in a sparring match. It is important that whenever any boxing match or sparring activity is undertaken, the space selected should be as free as possible from any surrounding gear which might inflict bodily harm should one of the contestants fall or be pushed into it. Bunk mattresses often may be used to pad equipment in the vicinity of the boxing area.

To attest to the popularity and pursuit of boxing in the Navy, one well-known ring authority states that "the naval service has turned out more world's boxing champions and near champs than any other profession or walk of life." Of these, two of the best remembered today are former world heavyweight champions Jack Sharkey, one-time Navy boxer, and Gene Tunney, ex-Marine pugilist. Lesser known, but still among the big timers, are the many men who made names for themselves in the lighter weight matches.

The Navy's current heavyweight artist, 230-pound "Big Ed" Sanders, should he decide to turn professional, could well be considered another world champion in the making. He already holds the world's amateur heavyweight crown which he won during the 1952 Olympic games. He is the only man ever to win any Olympic boxing title while representing the Navy and is the first American to win the heavyweight trophy in the history of Olympic boxing.

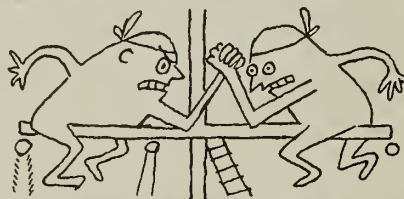
Navy boxing hopefuls would do well to avail themselves of the "Official Boxing Rules and Guide" of the Amateur Athletic Union of the U. S. These rules govern All-Navy, AAU and Golden Gloves tournaments which are open to all Navy ringmen. (In Olympic years, the All-Navy contest is conducted under Olympic rules.) For sports allied to boxing and helpful to the man who

wants to keep in training, see the sports covered below: "Lucky Bag Punching" and "Line Hopping."

## Crow's Nest Wrestling

The title, our own invention, is selected for the reason that the following variations of wrestling can be conducted in an area not much larger than would be found in a crow's nest. Hence, this form of sport can be enjoyed even in the smallest of vessels.

- **Indian Wrestling.** Two opponents lie on their backs on the deck with their right sides together and feet in opposite directions. The right arms are interlocked. On the count of "one" each man raises his right leg to the perpendicular position and then lowers it to the deck. On the count of "two" this movement is repeated. On the count of "three" each man again lifts his right leg and hooks his opponent's leg near the ankle with his heel. The player who succeeds in rolling the other over backwards is the winner.



- **Forearm Wrestling.** Two players sit opposite at a table or bench. With the right elbow resting on the table, hands are clasped firmly. The object is to force the opponent's hand to either side until it touches the table. The elbow should not be moved during this action, nor should the free hand be employed except to brace one's self against the table or bench. Players must remain in sitting position.

- **Hand Wrestling.** Opponents stand and grasp right hands with little fingers interlocked. One foot is forward against the side of the opponent's forward foot. Each contestant then attempts by pushing, pulling, side-ward movement or other maneuvering to force his opponent to move one or both feet from the original position. Either right or left hands may be used providing the opponents each use the same. The foot placed forward by each opponent should be the one on the same side of the body as the hand used.

- **Stick Wrestling.** This requires the use of a strong stick such as a broom or swab handle. Two players grasp the stick with both hands and attempt to take it away from each other. A player is not defeated until both of his hands are released from the stick at the same time.

- **Scoring.** Crow's nest wrestling can be conducted by matches, each match to consist of five bouts. The contestant successful in three bouts is the match winner.

## Lucky Bag Punching

Lucky bag punching (you'll be lucky if you can hit it every time) is a popular activity with Navy men on all types of ships when equipment is available, not only because of



its special relationship to boxing but as a general physical conditioning exercise.

There are two styles of punching bags. One is the small pear-shaped striking bag, inflated, lively and short-hitched to a rebounding platform; the other, a large cylindrical body-punch training bag, heavily padded and suspended from a height of several feet. (The smaller striking bag is more adaptable to smaller ships.) Soft leather gloves should be worn when exercising with either bag.

Exercises with the striking or rebounding type of bag involve timing and rhythm to the highest degree. The bag may be punched off the fists, elbows, shoulders and even the head of the performer. However, to develop timing, hitting muscles, shoulder and arm strength, only fist punching is advised.

The second type of bag punching requires considerable force to jar and move the suspended bag. (Care should be taken that the wrists are true and firm to avoid sprains and injuries.) For boxers or men training in the art of self-defense this exercise is useful for developing short powerful blows used in "in-fighting." Also long rights and lefts to the body and head can be practiced with the training-type bag.

## Toss Targets

Toss a tin can or a jar or bottle (with top on) over the side and it becomes an



excellent target for small arms practice. Any ship can be equipped with a number of rifles or pistols of the .22 caliber target type and a good supply of ammunition.

This sort of at-sea gunnery practice is good training for any occasion when arms of heavier caliber might be pressed into service. It, too, provides an interesting recreational sport.



## Ship Skeet

Skeet, a form of sport similar to trap-shooting, can be a valuable aid in developing small arm gunnery proficiency. (During the last war, many of the nation's greatest



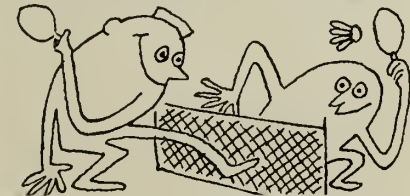
skeet shooters were engaged by the Army and Navy as small arms instructors.) Although skeet is strictly an American invention (the much older trapshooting was founded in England) it bears a foreign title, selected a little over 40 years ago in a national naming contest. "Skeet" is the Scandinavian word for "shoot."

Skeet uses clay birds as targets. They can be thrown into the air by a regulation spring catapult, called a trap, which possibly could be installed aboard larger ships. On smaller vessels, the targets could be hand thrown. (Hand-held traps are available at gun stores.) The standard target is disc-shaped, about four inches in diameter and weighs approximately three ounces. The clay breaks or pulverizes when struck with bird shot. Guns can be of 12, 16, 20 or 28 gauge with .410 bore. Standard skeet shells are readily available at sporting goods stores as well as in many Navy Exchanges and similar military post stores.

Skeet shooting can be employed as a means of individual recreation and practice or as a medium for a shipboard match. In team shooting, each man is allowed a definite number of shots and his score of "hits" is tallied with those of his teammates.

## Badminton

Badminton is similar to tennis in that two players (in singles) or four players (in



doubles) stand on opposite sides of a net placed in the middle of a court and use rackets to propel a feathered cork object called a shuttlecock (bird) from one side of the court over the net to the other side, it being necessary to strike the bird before it falls to the deck. Like midget volleyball, badminton on smaller ships would have to be played in an area reduced from regulation

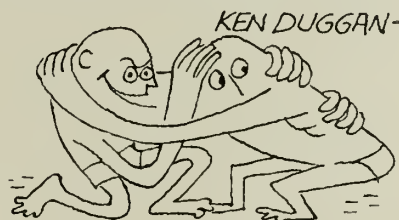
dimensions, but the same rules of play would apply. A length of line could simulate the top edge of a net.

## Wrestling

Regulation wrestling is adaptable to many types of ships. In fair weather topside matches can be conducted in the same space which can accommodate boxing. In foul weather, wrestling can be staged in the messing compartment.

Wrestling is one of the oldest sports. In one form or another it goes back as far as civilization has been traced. It is a contest requiring but little paraphernalia, most necessary of which is a mat. (If a regulation mat is not available, several bunk mattresses can be placed close together to cover adequate deck space.)

Wrestling develops physical fitness and strength, protective skill and self-confidence. Nevertheless, the sport can have its dangerous side if participants are poorly schooled in its techniques and fundamentals.



A good book on the subject should be studied by the novice matman before undertaking the activity seriously. Danger of bodily harm can be kept to a minimum, however, by observance of a few basic safety precautions.

The roughhouse tactics of the professional grappler have no place in regulation wrestling. A competitor should stay in his class. That is, he should take on only an opponent of about the same weight, ability and experience. Wrestling areas should be well padded. (In confined areas on smaller ships, this should include all gear or projecting equipment in the immediate vicinity which might prove harmful should a man accidentally be thrown against it.)

If possible, regulation sweatsuits or tights should be worn to minimize mat burns. Ear guards also should be worn to protect against ear injury or disfiguration. Sharp fingernails should be trimmed. Finger rings should not be worn. Most important, a man must be in good physical condition—"wrestling" can be a tough workout.

## Tin Can Basketball

As far as shipboard basketball playing is concerned, a regulation game, because of the size of the court required, is adaptable only to carriers with their large hangar deck

spaces. However, it might be possible to set up a court of decreased but proportionate dimensions in an empty hold of a cargo-type vessel, providing, of course, that ventilation is adequate.

In smaller ships, even though there would not be room enough for a regular basketball game, practice baskets could be installed. A competition of sorts could be conducted along the lines of a foul-shooting contest. Any number of players could take part. Each player could be allowed a predetermined



number of shots in succession from a designated "throw" line. The winner would be the one who got the most baskets out of the permissible tries.

For an entertaining basketball type of game suitable for small vessels may we offer:

- **Tin Can Basketball.** As the name suggests, a large fruit or vegetable can with its ends removed serves as the basket. The can is secured high on a bulkhead or suspended from the overhead on a small piece of line attached, bail-shape, to opposite upper edges of the can. The suspended basket makes the game more difficult and requires more skill on the part of the player since there is no backboard to assist the shooter, and the "bail" of the can will deflect many otherwise well-aimed shots.

The ball can be a sponge rubber ball, a tennis ball, a golf ball, a baseball, a softball, or even a ball-shaped wad of paper covered with tape (the latter, because of its light weight, makes for interesting play).

A line should be marked off on a deck seam selected as a "foul" line about 10 feet from the basket. Two five-man teams and a scorekeeper are selected. The game is divided into matches, 25 points constituting a match. The first team to win two matches wins the game.

There are two similar sets of rules, one to govern play with a *bouncing* ball, the other for a *non-bouncing* ball. In either game, a coin is tossed to determine which team shall put the first man on the playing line. After the first man has finished his play, the ball passes to the number one man of the opposing team, and so on, alternately, until the end of the game-deciding match. After the number five man on a team has had his play, the number one man again takes the line. Each man, in his turn, is allowed two chances to score, via a long shot and a short or follow-up shot. The first or long shot is made from the foul line after

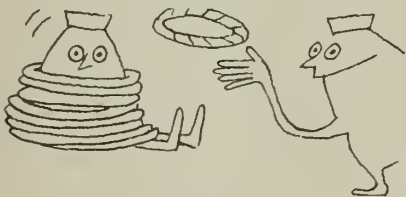


which the shooter is allowed to cross the line for the follow-up shot.

In bouncing-ball play, if the ball goes through the can on the long shot, it counts one point. If the player on the follow-up shot catches the ball on the first bounce and, from the catch position, gets another basket, it counts two more points. If after making a basket on the first shot and the ball is caught after passing through the can and before it hits the deck, and (again from the position of catch) another basket is made, it counts three points. In any event, a player must make good on the first basket try in order to be eligible for a second shot on that particular turn of play.

When a non-bouncing ball is used, the procedure of play and scoring is the same except that the first or long shot, if good, counts one point and a good follow-up shot two points. The first-bounce play, obviously is eliminated. Once again, in order to be allowed a second shot in one turn of play, the shooter must make his first shot good and then catch the ball after it passes through the basket and before it hits the deck. Use of a non-bouncing ball is advised for topside or open deck play to prevent loss of the ball over the side.

### Ring Toss



Ring toss, adaptable to any size ship, can be played in two ways.

In one game of ring toss, a board with several hooks or pegs is placed on a bulkhead. From a designated throwing line players attempt to hook rings on the board. Any number of players may have five successive tosses with as many rings. Each peg or hook position has a scoring value. After the five throws, the sum of the points scored are noted against the player's name, and the next player takes his turn. The total points constituting a game can be decided upon before hand. Because of the time element, the usual rule is: the larger the number of players, the smaller the total points for game.

The first player or team to score the necessary total is the winner. However, should one of the first players score the game total, all other players who have not had as many times at toss are given an equal opportunity to tie or pass the temporary winner. In this type of playoff, if more than one player or team has reached the game total or more, whichever has the highest score is the winner.

A second game is quite similar to horse-shoes or quoits both in play and scoring except that a rope or rubber ring of about five-inch diameter is used in place of the shoe or quoit. Two men can play "singles" or four men can play partners or "doubles."

### Neptune Golf

No golfer would think of driving balls around a ship, but there are a number of clever practice-drive gadgets which can be used to keep a man in shape for the links.



Such devices accurately measure the performance of the ball although the ball itself actually goes nowhere.

There also are various types of artificial cups which can be placed about the deck and used for putting practice. (Should the ship be at sea and slightly rolling or pitching, a putting game would present an interesting variety of hazards. Under such circumstances, to sink a putt probably would require, as usual, more luck than skill.)

If a ship has space enough, nine or eighteen cups can be laid out in golf course fashion and a tournament conducted. The player's score would be the number of putts taken to complete the course. This is our version of "Neptune Golf."

Driving practice could be conducted on the fantail or other appropriate space by rigging up a canvas driving cage designed with side guards and an overhead strip to prevent balls from being lost overboard. One ship of which we heard rigged up mattresses on the fantail for a driving range. A coco or rubber mat could be used in place of a tee.

### Mumble-ty-peg

Mumble-ty-peg is a jackknife skill game and a good recreational pastime requiring a very small playing area. (The sport originally was called mumble-the-peg because the loser had to pull a peg out of the ground with his teeth. During this stunt, if he wished to speak, he could only mumble.)

A jackknife and a square of soft-grained wood (wall board would do) are all the equipment necessary for mumble-ty-peg. There are many ways of scoring and playing the game, but the main object is to flip, snap, throw or toss the knife (with each hand in turn) from a progressive order of



positions in such a manner that it will end up sticking into the board.

Players usually make up their own rules and system of play. For instance, they may include a snap throw with the hand at the forehead position and from each ear posi-

tion; a thrust throw off the shoulders, elbows, wrists and finger tips; forward and backward tosses from back and palm of open hand and from closed fist, etc. In each instance the knife is made to describe an arc so that the point of the blade on its descent will hit the board.

Whatever the series of manipulations decided upon, the point of the game is for a player to attempt to become the first to execute the complete cycle of stunts. A player can continue his play until the knife fails to stick in the board. The next player then takes his turn and plays until he misses, etc. Each contestant, when he resumes play, starts with the stunt he last missed and continues on through the successive positions in the progression until he wins or misses again.

### Shuffleboard

Shuffleboard has long been one of the most popular of passenger shipboard games. It is easily adapted to Navy vessels.

On larger ships, a regulation court could be laid out on deck and the game played with regular shovels, cues or sticks and disks. A shuffleboard rule book will explain



the method of play and scoring and will illustrate the design of the court.

In smaller ships, a miniature shuffleboard game can be played. Regular rules are used but the "court" is a small scale shuffleboard diagram drawn on a piece of white oilcloth or similar material which can be laid out on a mess table. Checkers (in place of disks) can be "shuffled" toward the scoring areas.

### Navy Bean Bowling

Navy bean bowling, a dandy substitute for bowling, is adaptable to any ship and requires only a few cloth bags filled with beans and a target or scoreboard to shoot at. It provides an excellent shipboard game suitable for partner, team or division tournament play.

A Navy bean bag can be made of any sturdy cloth material and should be approximately five inches square. After being filled (loosely) with beans (the uncooked kind) the open end is sewed up.

The scoreboard can be made of plywood, masonite or similar material from one-quarter to one-half inch thick. It is made in the shape of a triangle with four-foot sides. To the back of the board should be attached a prop stick so that when the target is set up it will tilt backwards at an angle of about 75 degrees from the deck.

The target contains ten holes of six-inch diameter. The holes are arranged in a

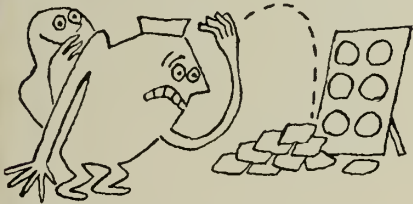
bowling pin setup scheme (as it would look from the pinboy's position) except that the numbers are reversed. That is, the hole at the apex (what would be number 1 pin in bowling) is the number 10 hole in bean bag. Below that is a row of two holes numbered (from left to right) 8 and 9; a third row of three holes numbered 5, 6 and 7; a bottom row of four holes numbered 1, 2, 3 and 4.

The purpose of the game is to make each of the ten holes by throwing the bag through on the first, second or third try. The chances of scoring are increased by making the hole on the first throw. Each player is allowed three throws every time up. After a throwing line has been selected about 10 to 12 feet from the board, begin by throwing the bag into hole number 1 and proceed in order to number 10, each player taking his turn in order.

The game consists of 10 frames, as in bowling, and is scored as follows:

- First throw making the hole triples the value of the number for which it was thrown and the player does not get additional throws. If the player misses on the first throw he has two more chances.

- Second throw making the hole doubles the number for which it was thrown and the



player does not get additional throws. If the player misses again he has one more chance.

- Third throw making the hole scores the number for which it was thrown.

- If the hole was not made on any of the three throws it counts as 0 for that frame or turn.

- The score of each frame is added to the score of the previous frame as in bowling.

- If the last hole (number 10) is made on the first throw, the score is tripled and the player has two more throws. If on the second throw the hole number 10 is made again, it scores an additional 20 points. The player has still one more throw (whether the hole has been made or not on the second try). If hole number 10 is made on the third throw it scores an additional 10 points. Perfect score for hole number 10 is 60 points.

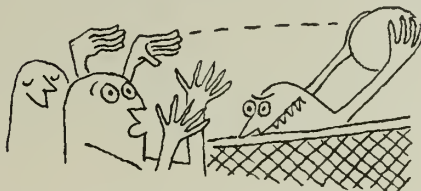
- Making each of the ten holes on the first throw triples the score for each hole and two additional throws are awarded for hole number 10. If these are also made, the player has a perfect score of 195.

## Midget Volleyball

Regulation volleyball, like regulation basketball, is adaptable only to carriers. However, a midget type of volleyball can be played on smaller ships. Rules and regulations of regular volleyball can be followed but rope rings or bean bags can be used in

place of a ball. A net is desirable, but a length of line rigged at proper height (about seven feet, if overhead space permits) could serve the purpose. The line would simulate the top edge of a regular net.

Volleyball is played by two teams of six



men each. Rules for the game should be studied, but fundamentally the point of the contest is to make a play over the net into the opposition's territory and have the ball or its substitute fall to the deck before it can be returned.

## Jacktar Jacks

This is the familiar game of jackstones or jacks. No more than about a square foot of table or footlocker space is required and the entire equipment necessary is a small ball of the bouncing type and a set of jackstones or appropriate substitute. Regular jackstones are specially shaped (six-pronged) pieces of metal, but almost any small object that can be picked up easily will serve the purpose (nuts, bolts, beans, pebbles, etc.).

At the start of the game the jackstones should be placed on the table in some orderly arrangement and not too closely grouped. The number of "stones" to be used is governed by the type of game to be played. The jackstones are returned to the board by each player at the conclusion of his turn of play.

There are several systems of playing jacks and different numbers of players may take part. Basically, the idea of the game is this: using only one hand, bounce the ball off the playing surface and try to pick up as many jackstones as you can before catching the ball as it drops. The jackstones picked up must be retained in the hand while catching the ball. If the ball is not caught before it strikes the playing surface after the original bounce, whatever jackstones have been picked up are forfeited and it becomes the next player's turn. A running score can be kept, the first player to reach a certain total becoming the winner.



Another type of game has as its object the try to pick up all of the jacks in the least number of plays. Many players make up their own games, rules and methods of scoring.

## Line Hopping

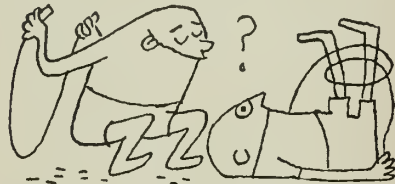
The exercise of line hopping (landlubbers call it rope skipping) usually is associated with the training of boxers, but it can be very valuable to anyone as a physical conditioner. Requiring only a few feet of space for its performance, line hopping is adaptable to even the smallest of ships.

By following a regular system of exercise, line hopping is almost equal to running in developing leg muscles and wind. Speed of foot and coordination of action and breathing are sharpened.

Far from a "kid's pastime," skillful line hopping comes only after lots of patience and practice. The physical benefits that follow the practice are its reward.

The line or jump rope should be pliable, of small diameter (less than one-half inch) and about nine feet long. It is preferable to have handles attached to the rope ends to prevent hand blisters. The line should be swung mainly with a wrist motion.

The most common activities in this sport are (1) forward single swings of the line (the line passes forward above head and backward under feet), (2) forward alternate swings (in this action there are two move-



ments of the feet to one swing of the line), (3) forward double swings (the man jumps high enough and swings the line fast enough to have the line pass under the feet twice during every jump), and (4) crossing (in which type of swing, arms swing the line in the regular way on one swing and then the arms are crossed in front of the chest on the next swing, alternately).

The following movements may be executed with the line-hopping activities described above: (a) jumps (made with both feet), (b) hops (made on one foot), (c) running step (made as in stationary running), (d) hop-run (two hops made successively on each foot), and (e) hop-skip (one foot hops and then hops a second time while the other foot is swung forward. Forward foot then hops twice while other foot moves backward on the first hop, then forward on the second hop. The exercise is continued in a rocking motion of the body with feet alternated).

## Battleship (BB) Pistol

Although the name implies it, battleship pistol is not an activity designed exclusively for battleship bluejackets. It is a sport suitable for performance in any ship. We call it battleship pistol because the equipment involved is a BB pistol.

There is a wide choice of BB pistol target sets, any of which can be carried conveniently aboard even the smallest ship. (The BB rifle is not considered here because the pistol, beyond serving a recreational pur-



pose, can provide training and practice in the use of the sidearm with which the individual Navymen is most likely to find himself equipped.)

Shooting at regulation pistol target sheets



erected on the fantail is good fun, especially if the sport is conducted on a partner or team competitive level.

Since BB pistol shooting is done at fairly short range, it is possible in some ships to hold below-deck practice if there is sufficient space to assure a safe firing zone and providing the target is rigged with a satisfactory shot-stopping backboard. Any possibility of ricochet should be eliminated.

Inexpensive and compact BB shooting outfits now on the market include pistols which operate on an air-pump or spring-cocking principle, a supply of ammunition and various types of targets. One interesting target consists of a set of variously shaped pieces of material which when hit spin around a center rod. The target casing stops both "hit" and stray shots from further progress.

There are other pistols, more powerful than the ordinary BB shooter but still in that class of practice arm. They fire lead pellets slightly larger than the BB and which are propelled by air pressure or a miniature explosive charge. They can be extremely accurate at limited range.

It should be remembered at all times that these weapons must be used with caution. They can cause painful and dangerous injuries.

So happy shooting, but make sure you hit only what you aim at. Aim at a safe target and increased proficiency in the use of small arms.

## Seahorse Shoes

Horseshoe pitching, although an "old Army game," is a favorite pastime of sailors. One of the oldest of sports, it dates back to an era following soon after the practice of shoeing horses was started by the ancient armies of Greece, Rome and other nations. Soldiers would spend their leisure moments hurling discarded horseshoes in imitation of discus throwers, the world's most popular



athletes in those days. Later, distance throwing gave way to tries for accuracy at specific targets. Today these targets are called stakes.

Since the game occasions considerable

body bending and twisting, lifting, throwing, etc., it serves as an exercise in skill as well as providing excellent recreation.

Seahorse shoes can be played in almost any type of ship, the area available for the sport determining the size of the court which can be set up (a regulation court is 40 feet long between stakes). Naturally, steel horseshoes and clay or dirt-filled pitcher's boxes with imbedded stakes are not feasible for shipboard use, but hard rubber pitching shoes and suitable stake boards can be obtained.

## Anchor Ball

Anchor ball, our own Navy version of tetherball, is a game which like shuffleboard was inspired by the desire for a sport which could be performed in a limited shipboard area. The game, originally patented by a London company in 1896 under the name of "spirepole," continues to be a popular recreational game.

Ordinarily in this game, a special pole 10 to 13 feet in height is used. However, in our modified shipboard version, any open-area round stanchion can be used. (For con-



venience of explanation of the game, we shall refer to the stanchion as a pole.)

A tennis or sponge rubber ball enclosed in a leather or canvas casing is attached to a line about five feet long, the top end of the line being secured at the top of the pole. Approximately five feet from the deck a "waterline" stripe is marked off around the pole. (A colored piece of masking tape or a one-inch band of colored paper can serve the purpose if it is not advisable to permanently mark the pole.) Wooden paddles are used in playing the game. Only two players play at a time.

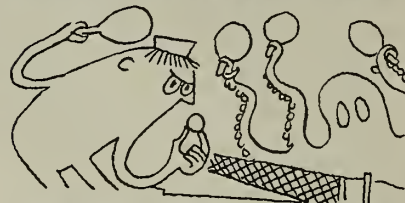
The object of the game is to wind the line in a determined direction by hitting the ball with the paddle. Players toss a coin to decide who serves and also has the choice of direction to hit the ball. The opponent must strive to hit the ball in the opposite direction. Players must stay within their respective half-circle areas. A game can be set at any number of points or be played for a given period of time.

A point is scored when a player succeeds in winding the line around the pole in his determined direction until the ball is temporarily "anchored" above the waterline. The point is awarded to the player in whose direction the line is wound regardless of which player was responsible for completing the winding in that direction.

At the completion of a point-making, the loser then serves the next play and announces his direction of the wind.

## Mess Table Tennis

Regulation tennis, of course, is not a suitable game for shipboard play for obvious reasons, but there are several table tennis



type games which retain at least some of the fundamental elements of the regular sport and which are adaptable to ships of all sizes.

In the absence of a special ping pong type of playing table, a regular mess table or similar piece of equipment with a net rigged in the center would be suitable. Ping pong paddles and balls, as well as the net, are needed for table tennis games.

Some of the games, all having their special rules of play, which can be conducted are ping pong (both singles and doubles), one-paddle ping pong, six man table tennis, wall table tennis, and around-the-table tennis. All of these games lend themselves to inter-division tournament play.

Fold-up types of ping pong tables may be obtained. They require very little stowage space. Paddles, balls and nets may be purchased separately from regulation ping pong tables.

## Chart Darts

The game of darts can be enjoyed on any ship although the throwing distance necessarily must vary with the playing area available.

As a change from using the usual target and scoring board, we suggest the game of chart darts. The game, as played, is the same as regular darts, but a chart or map, properly backed, is used for a target. Most ships at one time or another have navigational charts which have become obsolete or have been superseded and are ready for discard. Land or sea (or both) areas can be colored in and marked with score points, the highest values being given to the sections the most difficult to hit.

Metal-pointed or rubber suction cup end darts can be used. In the pointed-dart game, however, it is important as a safety measure



that the playing area be one with no or a minimum of foot traffic. Also, before a dart is thrown, the player should make certain that no one is in or about to pass within the "line of fire."

## Fantail Fishing

Since antiquity, when the first angler caught the first fish with his bare hands, fishing—principally as a means of obtaining



food, purely as a sport, or both—has come down through the centuries as one of man's favorite pastimes.

The sport is a natural for sea-going sailors. Many types of fishing tackle can be stowed aboard the smallest of ships. Rods, although they might facilitate certain methods of fishing, are far from a necessity. A simple drop line and hook can be used to stir up a lot of excitement.

Ocean fishing can prove a unique and fascinating experience. In inland waters, the sportsman usually can anticipate his catch, be it trout, bass, perch or land-locked salmon. This is because he generally goes after a particular specie of fish and fishes in the place where that fish is supposed to be.

In contrast to fresh-water fishing, deep-sea angling borders on the mysterious. There is always the element of the unexpected. One never knows what might strike his hook—conceivably, it could be something never before sighted by man.

Because an ocean catch could weigh a few ounces or hundreds of pounds, it's wise to use tackle capable of handling some big ones.

A form of fishing which is becoming increasingly popular in shallow waters is underwater spearing. Swimming masks are used (also swim fins, if available) and your fishing tackle is a hand spear or one of three types of spear-guns—(gas-powered, rubber-powered and spring-powered). If foot fins are not used, some form of lightweight footwear (sneakers, tennis shoes, gym shoes) should be worn to protect the feet from sharp shells and coral, a cut from which can be very painful and possibly result in infection.

It is necessary to observe certain precautions in this underwater sport. It is inadvisable for a man to undertake the activity unaccompanied—the chances of mishap are many. Nor should a man go on a sub-surface spearing expedition in waters with treacherous tides or dangerous entangling marine growth, or known to be frequented by any of the several vicious or poisonous denizens of the deep. (ALL HANDS, October 1952, contains a comprehensive article on most fish known to cause injury or illness.) Bear in mind that your body loses considerable weight when submerged and that a relatively small fish could tow you out to sea or into deeper water should you accidentally become snarled in your spear line. For this reason, it is best to have your feet

planted as firmly as possible on the ocean bottom before releasing the spear.

Finally, and most important, while fishing under water never allow your common sense to become idle, and above all don't misjudge your own ability as a swimmer.

## Deck Quoits

Quoits is a brother sport to horseshoes. The ancient Greeks and Romans took to throwing "closed" shoes as more nearly simulating the discus, the quoit also being disc shaped but smaller in diameter and with a hole through the center in contrast to the horseshoe with its open end.

The game of quoits is played and scored similarly to horseshoe pitching, but to get a ringer (the highest scoring stunt of both games) requires considerably more dexterity since the quoit must land squarely over the stake in order to drop around the post, whereas with an open-end shoe a ringer can be accomplished not only by dropping it over or around the stake but also by sliding it in.

Like horseshoes, hard rubber substitutes for the steel quoit and adaptable stake plat-



forms are available. Rule books for the procedure of play and scoring for both horseshoes and quoits are obtainable from many sources.

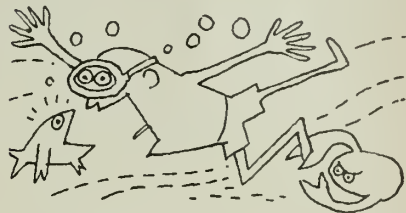
## Swimming

Swimming is not only an enjoyable, healthful and an excellent body-building activity, but it is an important phase of a bluejacket's training—both during recruit training and throughout his naval career. To be able to swim may one day mean the saving of your own life or that of a shipmate. With this in mind, swimming is given paramount consideration in the Navy physical fitness program.

Every man entering the Navy receives instruction in sea survival and gets a swimming test; those who fail to meet minimum requirements are given instruction. Each man's service record contains the results of the swimming tests. But for rare exceptions, no man's recruit training is considered complete until he has satisfied the minimum requirements of swimming and sea survival.

A lot of speed and splash is not necessarily good swimming. The purpose of emergency swimming and of swimming for health and recreation are different from those of competitive swimming, although one can help the other. Further, it is not enough merely to know how to swim, but you must have the strength and endurance for more than just a few minutes of splashing about in the water. Because of time limitations in training, the Navy's basic program does not

emphasize form and speed swimming. The prime concern is that a man has or develops a feeling of being at home in the water and that he be familiar with several means of keeping afloat.



It is highly desirable that men keep in swimming practice. Whenever a ship is at sea and the opportunity presents itself, swimming parties can be organized if the ship can come to anchor or lie to for a brief period. Such activity offers both a recreational and a training period. It furthers a man's familiarity with the sea against the day he might have to take to it in an emergency.

Swimming parties at sea should be conducted under proper supervision. A swimming area guard boat should be in use. It should be predetermined that the water contains no pollution or dangerous fish. It is important to avoid too long an exposure to hot sun (the salt of sea water hastens the burning process).

Under certain conditions it may be possible to arrange a water polo game, a vigorous exercise but an excellent endurance trainer. However, the game should be under strict supervision and only experienced and strong swimmers should be permitted to take part.

Another form of water sport, in shallow waters, is sub-surface sight-seeing. By donning a sea mask or face plate, a device designed to protect both the nose and eyes from the water, a good swimmer can go on an underwater exploration of surprising duration. Another aid for underwater maneuvering are foot fins such as the Navy frogman wears.—E. J. Jeffrey, JOC, USN.

## Games and Hobbycraft Kits Offered in Material Catalog

The Navy Material Catalog also offers the following games, which, while they will not improve your skill or physique, may add to the recreational facilities of your ship. They are: anagrams, bingo, monopoly, checkers, chess, parchesi, Chinese checkers, cribbage, pinochle, dominoes, jigsaw puzzles, acey-deucey, backgammon and cavalcade.

Leathercraft kits, electric marking pencils and etching kits are available for ships which have or might wish to set up a handicraft program.



# TODAY'S NAVY

## Brighter Future for Searchlights

Brighter beams are in store for the 12-inch signal searchlight, hard working standby of signaling quartermasters. Requests from forces afloat for a more powerful searchlight set BuShips experts to work on the project. They have come up with a mercury arc lamp which produces a beam 30 times brighter than the incandescent type now in use. It can be used with the same electric power source. Several prototype models are currently being evaluated. However, it is emphasized that standard equipment for shipboard installation will not be available until after the evaluation is completed.

The new mercury arc lamp which provides this illuminative power is designed for use in the standard Navy 12-inch searchlight case. The lamp consists of a rugged quartz bulb approximately two inches in diameter and three-sixteenths of an inch thick. Inside the bulb are two tungsten electrodes, a small amount of liquid mercury and xenon gas. Pressure inside the bulb is about five *atmospheres* when the lamp is "cold" (not operating).

When the electric current is switched on, an electric arc gaps the two electrodes. The heat of the arc vaporizes the liquid mercury and causes a brilliant glow between the electrodes. As the lamp rises to full power the internal pressure increases to about 20 *atmospheres*.

Unlike the ordinary electric light, the mercury arc lamp does not reach full power instantly. For example, a searchlight model currently being "field tested" by the Operational Development Force takes 10 seconds to reach 50 per cent of its full strength.



OPERATION DECOY—Naval vessels create a protective smoke screen during recent joint amphibious operation off the coast of Kojé, Korea.

But this is 15 times brighter than the present incandescent type. Experiments are now under way to speed up this time by the use of heater elements mounted near the lamp.

## He Keeps 'Em Ticking

Lieutenant William C. Glore, usn, is a handy man to have around when anything goes wrong with a watch. His hobby is repairing watches in his spare time on board the destroyer *Bausell* (DD 845).

This sea-going jeweler literally "fishes" his hobby out of the sea.

Of course it is all in line with his duties on board *Bausell*. The ship is a plane guard for carriers off the Korean coast. When a plane is forced

down, the destroyer goes to the scene to rescue the pilot. Since watches seldom work well after a bath in salt water, this is where Lieutenant Glore comes in.

Recently four planes from the carrier *uss Sicily* (CVE 118) were forced to ditch. The pilots were fished out by *Bausell* and Lieutenant Glore went to work with his magnifying glass and small jeweler's tools while the pilots were donning dry clothes. In short order the watches were returned to the flyers—all in good running condition.

The lieutenant says he first got the idea for his hobby when he was a chief boatswain's mate aboard the battleship *uss Nevada* (BB 36). He says, "After I fell over the side of the ship trying to catch a baseball I discovered that my watch had gotten soaked and stopped running. So when I got back on the ship I took the wet timepiece apart and worked on it all night. After I finally got it back together again it ran perfectly—so I decided to take up watch repairing as a hobby."

Glore says that his list of satisfied customers includes numerous shipmates and many water-logged pilots.

## YESTERDAY'S NAVY



The French gave first European salute to the "Stars and Stripes" on the cruiser *Ranger*, 14 Feb 1778. Maine blown up in Havana Harbor, 15 Feb

1898. Marines raised the U.S. flag on Mt. Surabachi on Iwo Jima, 23 Feb 1945.

## FEBRUARY 1953

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28



## Donation from the Heart

During his naval career Thomas Russell Turpin, HMC, usn, has donated 40 pints of blood. The Chief, who is presently serving aboard the Navy oiler, *uss Chikaskia* (AO 54), has visited the blood banks at so many different places that the list of them would seem to come straight from a travel folder.

Chief Turpin, like many of the Navy's donors, is always ready to help out with his blood in time of emergency. For example, while passing through Iowa City, Iowa, he answered an emergency call for type "O" negative. Again, in New York, he answered a similar call for this type blood at St. Albans, Long Island. Another time his blood was used to replace the RH-negative of newly born twins in Washington, D.C. For this effort he was credited with saving the lives of both babies.

## Sincerely Yours

A Navyman at the U.S. Naval Training Center, Bainbridge, Md., received a letter so long that it took him hours to read it.

Seaman Apprentice Bill Ross, who is attending Hospital Corps School at the Training Center, received a 22-foot letter from a neighbor and family friend in his hometown of Mattawan, Mich.

The letter, which was about 12 inches wide, was written in longhand rolled like a scroll and mailed in an extra large envelope.

Ross said the letter contained mostly hometown news about friends and school mates.

To date, this is the longest letter he has ever received although once while in recruit training in San Diego, Calif., he got a seven-foot letter.

## Salvage in a Barrel

Battered fuel barrels destined for the scrap heap are being made good as new by a new process developed by the Naval Fuel Supply Depot at Norfolk, Va. In one month, the reconditioning process saved the Navy \$90,000.

The method makes it possible to reclaim leaky, rusty and dented barrels for only 71 cents apiece. A new drum would cost about \$7.

The reconditioning includes taking out rim kinks, a "dedenter" which blows out dents, a caustic soda cleaning, a new coat of paint and a preservative.



PLANTATION is under supervision of LCDR W. R. Finn, SC, USN, shown watching orange-picker. Man with machete is civilian plantation mgr.

## Fleet of Trees Joins U.S. Navy in Caribbean

The Navy has its own plantation on the island of Trinidad in the British West Indies which provides naval personnel and their families with a supply of fresh fruit and vegetables.

In 1941 the U.S. received a 99-year lease from Great Britain on military bases on Trinidad, the most southerly island of the West Indies. Under the Leased Bases Agreement, the Navy acquired a tract of land comprising 10,946 acres for the establishment of a naval operating base. Included in the area were 5,039 acres of plantation land. Of this acreage, 2,960 acres are now under cultivation, the rest is in forest.

The plantation consists largely of groves of citrus fruits and coconut trees. Other plantings of a tropical nature include tonka beans, mace, nutmeg, coffee, tangerines, mangoes and lemons.

Principal crops are grapefruits, oranges, limes and bananas — of which there are approximately 27,000 trees producing more than 2½ million pounds of fruit annually. It is estimated that during crop season more than 50,000 grapefruit could be picked in one day for Fleet issue if so required.

A truck farm, planted after the Navy took over the plantation, is under cultivation. The farm grows string beans, sweet corn, tomatoes, leaf lettuce, cucumbers, sweet pep-

pers, radishes, eggplant and okra.

The truck farm provides fresh produce for personnel and their dependents at the Trinidad command and for ships operating in the area.

Although difficulties are encountered during the rainy season, at other times the truck farm provides an almost constant source of supply.

The plantation is under the supervision of Commander W. R. Finn, SC, usn, supply and fiscal officer. One U.S. civilian, as plantation manager and 63 B.W.I. civilians are normally employed.



WORKER climbs tree for coconuts. Principal crops include oranges, limes, grapefruit and bananas.





AWARD for over-all excellence in photography, with special recognition for coverage of World War II, has been presented to the Navy by U.S. Camera Magazine. Admiring the award with Captain A. Donald Fraser, USN, Head of Naval Photography, is Wave Jzere Cordray.

## Touchdown Speed for Aircraft

Speed of "touchdown" (rate of descent) of an aircraft landing on a carrier can now be recorded thanks to a new electrical-optical device.

The instrument, nicknamed "Trodi" (Touchdown Rate of Descent Instantly), has been successfully tested on board *uss Midway* (CVA 41) and is now in use at the Naval Air Test Center, Patuxent River, Md. Trodi is accurate within 0.4 feet per second.

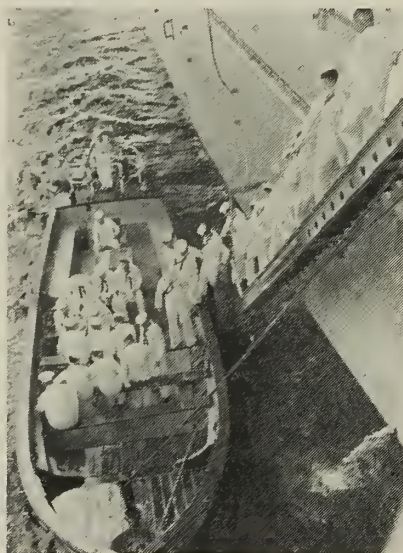
Previously, the rate of descent of a plane was recorded by cameras. The old photographic method required two or three days to produce the same information Trodi can now give instantly.

All new Navy planes must be tested for rate of descent before they are placed in regular operation. Trodi measures the actual rate of descent of an airplane at any given instant during its landing approach. Portable and easy to manipulate, the device helps to evaluate landing characteristics of planes controlled by automatic or manual systems. It also helps instructors teach student pilots skillful and safe landing techniques.

Trodi operates by sending out two parallel flat beams of light, thin vertically and wide horizontally. A mirror system on the incoming plane cuts the top beam, reflecting the light back to a photo-electric cell, which

starts an electrical charge in a condenser. The descending plane then cuts the second and lower beam, reflects it, and stops the charge going into the condenser.

The electrical charge stored during the interval between beams is quickly translated by Trodi from voltage to rate of descent in feet per second. The Trodi operator reports the progress of the descent to the landing signal officer and to the pilot.



LIBERTY in Yokosuka, Japan, is on schedule for these white hats, leaving USS *Badoeng Strait* (CVE 116).

## AKA Saves Twelve Fishermen

Twelve fishermen were rescued from their sinking boat in the mid-Pacific by a Navy attack cargo ship.

Survivors of an original crew of 27 Okinawa fishermen were sighted by lookouts of *uss Bellatrix* (AKA 3) as she was cruising about 60 miles southeast of Formosa.

Men aboard *Bellatrix* spotted the closely packed group of men clinging to the wrecked remains of their wooden boat. Without delay the Navy ship's lifeboat was lowered and crewmen made for the wreck. A quick rescue and transfer to the cargo ship was effected in spite of the tossing seas.

Once aboard *Bellatrix* the survivors were given a medical examination. The captain of the little craft and another fisherman were found to be badly injured and were immediately placed in the cargo ship's sick bay. All survivors were fed hot food, given warm clothes and blankets and then bedded down for a long rest.

Despite the language barrier, it was determined that the men were off a 150-foot fishing craft that had been damaged during a typhoon and that 15 of the original crew had been swept overboard in the course of the storm. The survivors who had been drifting for two days were all from Ishigaki Shima, a tiny island of the Okinawa group.

*Bellatrix*, which had been forced by the typhoon to change her course, landed the survivors at Hong Kong (where they will eventually get passage home) and continued on her mission.

## New ComNavFe Headquarters

After being situated two years in Tokyo, Navy headquarters in the Far East has moved to Yokosuka, Japan. This is the Navy's most important base in Japan.

The staff of Commander Naval Forces, Far East (ComNavFE), which directs the over-all United Nations naval effort in the Korean war has moved to Yokosuka in keeping with the policy of Commander-in-Chief, Far East which provides for the return of all land and buildings in dense population centers, if they can be spared from the UN effort, to their original Japanese owners.

The seven-floor Tokyo naval headquarters was formerly the Exchange Building, heart of Japan's "Wall Street."



## Ships Shift Home Ports

The order under which several west coast ships are shifting home port from San Diego, Calif., north to Long Beach, Calif., is nearing completion. This move, covering an eight-month period, is the result of an 18-month study by Commander First Fleet.

The study considered such subjects as the need for additional operating and training areas, local housing problems experienced by naval personnel, a desire to keep the Pacific Fleet dispersed over a larger area.

Ships and units being shifted include Service Force and Amphibious Force vessels, Destroyer Squadrons Three, Nine and Thirteen, seaplane and destroyer tenders and the carriers *uss Rendova* (CVE 114) and *uss Sicily* (CVE 118). In the September 1952 ALL HANDS on page 44, Destroyer Squadron One was inadvertently listed as among those squadrons being shifted by this move. This was in error and DesRon One's home port remains San Diego.

## Seven Sons Service-Minded

A military-minded family of Williamsville, Mo., has seven of their nine sons in uniform. Five are serving in the Navy.

The Healy family sons are, in order of age, Harvey J., sergeant first class, USA, stationed at Bangkok, Thailand; Wilson P., master sergeant, USAF, at Randolph AFB, Texas; Clifford T., TEC, USN, Patuxent River, Md.; Elbert V., TEC, USN, Navy Department, Washington, D.C.; Stanley W., RD2, USN, *uss Worcester* (CL 144); Edgar C., RD1, USN, *uss Chouree* (ARV 1); and Joseph L., EMFN, USN, also in *Worcester*.

Another brother, Leonard N., of Sumner, Ore., served with U.S. Maritime Service. A sister, Enid, and a young brother, Robert, are the only children with no connection with the armed forces as yet.

## Destroyer-Turned-Minesweeper

Destroyers were never meant to discover enemy minefields — that's normally a job for the geometric patterns of the minesweepers' steel underwater fingers. But, *uss Frank E. Evans* (DD 754), a ship that has completed her second tour of Korean duty, claims to be one of the few destroyers ever to steam into an unsuspected minefield and come back with the location of the mines.



EARLY BUYER of stamp honoring women in the armed forces is governor of Hawaii. 'Saleswomen' represent Marines, Army, Navy and Air Force.

## Service Women Become Cover Girls on U.S. Stamps

As a tribute to the women of the nation's armed forces, a new commemorative postage stamp is now being sold in post offices across the country.

The four service women pictured on the face of the new blue-colored stamp are in the uniforms of the women of the Marine Corps, the Army, the Navy and the Air Force. In the back-



ground is a view of the dome of the nation's Capitol. Across the top are the words, "Women in Our Armed Forces."

First sales of the 110,000,000 stamps were made in early fall at Washington, D.C., and the Wave Recruit Training Center, Bainbridge, Md., where more than 1300 Waves have completed training since late 1951.

Today there are more than 7000 Waves, including 800 officers, at work in naval air stations, shipyards, hospitals, bases and supply depots around the world.

Just before dusk one evening in the forward area, *Evans* moved in close ashore in an enemy-held harbor to provide gunfire support if needed. As the destroyer's small boats scurried into position for their work, one of them reported a floating mine, torn loose by a recent storm. The destroyer moved in to sink or explode it, at the same time keeping her main batteries trained on a spot from which enemy shore fire was expected.

Suddenly, bridge personnel were alerted by the battle squawk box, "Bridge, . . . mine dead ahead . . . evaluation positive!"

Immediately, the skipper ordered "right rudder." *Evans*' bow swung away just in time. The destroyer had hardly settled on her new course

when the report came again. Another underwater mine, dead ahead.

Again she heeled over and spun her bow away. This time there was no time for relaxation. Without a pause, a third mine . . . then, a fourth . . . a fifth were reported all in the ship's path as she twisted and dodged to avoid destruction.

After 17 minutes of zig-zagging through the minefield, the quartermaster lost all count. Then *Evans* finally swung back into safe, swept waters.

The unhappy experience of the destroyer-turned-minesweeper had a happy ending. The next day real sweepers rooted out the minefield and sent a "Well Done" dispatch to *Evans*.—Ensign Don Guthrie, USN.





THERE'S nothing tiny about the wallop of this 1000-lb. 'Tiny Tim' rocket being slung under the wing of an F4U Corsair for demonstration in Europe.

### Arctic-Tested Insulators

The far-north voyages Navy ships make each year serve a double purpose—they enable the service to supply its frigid outposts such as weather stations and also gives it a chance to arctic-test its ships and equipment.

An example of the results of such arctic testing has come to light in the development of a radio antenna insulator of new and more rugged design.

It had been found that spray and precipitation froze on insulators, eventually forming an ice coating

that grounded the antenna. The new insulators, however, can withstand all strains of wind up to maximum recorded speeds, and ice loads up to two inches, without grounding.

The study and observation of such ice-formation phenomena have been made for the most part aboard ice-breakers operating in arctic and antarctic areas. During a recent voyage of *USS Atka* (AGB 3), valuable information was obtained on the effects of ice-loading, spray, low temperature moisture condensation and ship's motion on fixed wire and whip antennas as well as on rotating radar antennas.

Antenna icing, it was found, was more severe on the lower levels of the ship where spray has its effect. Wire antennas designed to withstand two-inch diameter ice loads should be capable of withstanding all conditions of spray and icing. (A two-inch diameter ice load from spray on a long line antenna means the equivalent of three to four feet of ice and snow on the main deck).

However, for safety's sake, antenna safety links should be used generously on wire antenna systems where loading will be encountered. The use of such links will minimize the possibility of strain on the main antenna and keep it from falling if it should break. The antenna safety links provide a controlled breaking point that has allowed the design of lighter masts. The safety links will limit the stress otherwise placed on the antenna and will act as a guide as to how much stress the antenna

will take before breaking. Without the safety links all stress will be placed directly upon the antenna mast and there is no way of controlling how much it will take or when it will break.

### Attention All 'Hams'

The hobby of amateur radio operation is becoming increasingly popular with servicemen throughout the world. Several activities provide excellent facilities for the use of amateurs, both those who already hold a "ham" card and those who wish to qualify for one.

Typical of many Navy radio clubs is the one at Newport Naval Station. Organized around a Reserve training unit, station, K1N1RN, the club invites all short-wavers at the base to avail themselves of the station's equipment and an opportunity to talk with other "hams" around the globe. K1N1RN is listed in the official amateur journal.

The Newport club is under the direction of M. D. Randall, RMC, USN, Rhode Island FCC Section Communications Manager, serving as an instructor of naval station radio trainees.

Chief Randall, whose association with radio dates back nearly 30 years, has experienced a number of well-remembered events as a "ham". One of his greatest thrills came when he made contact with Little America, the Antarctica base of Rear Admiral Richard Byrd's first southern polar expedition in 1928 and 1929.



DORIS DAY poses with bouquet of roses and James E. Stanford, SN, USN, during visit to *USS Juneau*.



ASSISTANT SECNAV for Air, John F. Floberg, arrives via highline for talks on board *USS Coral Sea* (CVA 43).



# THE BULLETIN BOARD

## Advancements of PO1s To Chief Petty Officer Authorized by BuPers

Advancement of 1789 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

Personnel selected for advancement were those with the highest multiple standing in their respective ratings, as compiled from the score in the Navy-wide examinations conducted 29 January 1952.

BuPers Notice 1430 (12 Nov 1952), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible in accordance with the standards prescribed by BuPers directives. Advancements were to be effective not earlier than 16 Dec 1952, nor later than 31 May 1953.

Advancement of personnel who are now on inactive duty in the Naval Reserve program will be handled in accordance with the provisions of BuPers Circ. Ltr. 151-51 (NDB, July-December 1951).

The directive also authorizes the advancement of any personnel named in the list while they are hospitalized if such hospitalization results from wounds received in actual combat with enemy forces.

Personnel hospitalized for other than wounds received in actual combat and who are returned to full duty status after 16 Dec 1952 and prior to 1 June 1953, may be advanced on the date of their return to duty effective from 16 Dec 1952, according to the directive.

Listed below are the number advanced in each rating to chief petty officer, acting appointment (temporary): AB, 2; AC, 11; AD, 35; AE, 19; AF, 26; AG, 4; AK, 9; AL, 103; AM, 26; AO, 18; AT, 28; BM, 210; BT, 22; CM, 3; CS, 35; DC, 52; DK, 34; DT, 43; EM, 42; EN, 27; ET, 4; FC, 46; FP, 30; FT, 4; GM, 101; HM, 291; IC, 25; IM, 2; JO, 1; LI, 1; MA, 4; ME, 13; ML, 2; MM, 210; MR, 3; MU, 11; OM, 1; PI, 1; PM, 1; PN, 17; PR, 9; QM, 123; RM, 6;



"Your section rates liberty tonight"

SD, 31; SH, 45; SK, 42; TE, 1; TM, 15.

There were no candidates eligible for advancement to the following 14 ratings: BU, CD, CE, CT, DM, MN, PH, RD, SO, SW, SV, TD, UT, and YN.

## Junior Line Officers Wanted For UDT Assignments

Applications from junior line officers are being sought for the Navy's underwater demolition program.

Ensigns, lieutenants (junior grade) and lieutenants of the unrestricted line — male of course — have a good chance of getting such duty if they put in for it.

A new directive, BuPers Instruction 1520.7, outlines the requirements for getting into the program. *BuPers Manual*, Art. C-7305 and the *Manual of the Medical Department*, Art. 15-31 give the necessary qualifications.

Volunteers who are accepted will be ordered to the Naval Amphibious Training Unit at either Coronado, Calif., or Little Creek, Va., for training.

The length of the training course is 15 weeks with classes convening about every six months.

Officers must agree to remain on active duty in the UDT program for a minimum of one year after their training. This is a reduction of one year from the previous requirement.

Requests should be submitted to the Chief of Naval Personnel, Attn: Pers B1114.

## Certain Enlisted Medics Are Eligible for Careers As Naval Reserve Officers

Active duty Naval Reserve enlisted men with certain Hospital Corps and Dental Corps rates may apply for appointment to commissioned grade in the Naval Reserve. All appointments will be in the Administration and Supply Section of the Medical Service Corps Reserve.

Eligible rates are HMC, HM1, DTGC, DTPC, DTRC, DTG1, DTR1 and DTP1. A year in one of these rates prior to date of submission of application is one of the requirements. Other qualifications:

- Be between 21 and 31½ years of age when application is submitted.
- Be on active duty at a permanent duty station and serving in that station for at least two months. (Those in service schools are eligible if they are taking a course of at least two months' duration.)
- Have at least six months' obligated service at time of being ordered to school. Voluntary extensions of enlistments are authorized.
- Meet physical requirements.

Educationally, candidates must have successfully completed four semesters (two years) of work toward a degree in an approved college or university. Or they may have satisfactorily completed the USAFI test 2CX or its equivalent.

Those men desiring to be considered should submit a written request to their CO briefly outlining their qualifications. Full information on applications and processing is listed in BuPers Inst. 1120.10 (10 Nov 1952).

Selected applicants will be ordered to the Naval School, Officer Candidate, Newport, R.I. They will attend a two-month course with the class convening in May 1953.

Following this they will be appointed ensigns in the Naval Reserve with the designator of 2305. These officers will then receive added instruction of at least two months under BuMed supervision. At least two years' active service will be required after commissioning. Officer status in the Naval Reserve must be maintained for eight years.



# Here's How Armed Forces Reserve Act Affects Reservists

The passage of recent legislation by Congress brings with it a number of changes in the Naval Reserve.

Men who enter the Naval Reserve programs will now be classified either as "Ready Reservists," "Standby Reservists" or "Retired Reservists."

The new law, Public Law 476, the "Armed Forces Reserve Act of 1952," makes other changes in the organization of the Naval Reserve too. Although only the broad outline of these revisions is now available, they are not expected to drastically change the face of the Naval Reserve structure that has become familiar since World War II.

For example, the well-known benefits of becoming and remaining a Naval Reservist remain: Regular promotions, drill pay, two weeks' training duty a year and pay when you retire.

These changes come at a time

when the Naval Reserve is carrying out an important role in providing trained officers and men to the Regular Establishment for the prosecution of the conflict in the Far East. More than 140,000 Naval Reservists are now serving with the fighting fleets. Many others have served their "hitch" and have been separated.

Behind these Reservists on active duty are more than a half-million "spare-time sailors" of the inactive Naval Reserve organization. These officers and men are continuing to keep up their naval talents through various types of training.

Further interpretations of the effect of the new act upon the Naval Reserve will be carried from time to time by ALL HANDS and by *The Naval Reservist* as provisions of the law are translated into Reserve policy.

The purpose of this article is merely to sketch in broad outline a few

of the changes in the Reserve set-up.

**Background**—Congress has determined that in today's world a large, well-trained Reserve force must be maintained to augment the regular components in the event of a partial or total mobilization.

Since voluntary enlistments have not proved capable of meeting the manpower needs of both the Regular Establishment and such a Reserve, a peacetime draft has been implemented (Public Law 51, 82nd Congress, the "Universal Military Training Act"). This law imposes an eight-year military obligation on every youth in the U.S. under 26 years of age who becomes a member of the armed forces (or who has joined up since 19 June 1951).

The UMT law requires men to spend a minimum of two years on active duty and an additional six years in a Reserve component. It is the purpose of the Armed Forces Reserve Act to take this basic requirement and outline how these men will spend their Reserve time.

**Ready Reserve**—This is the category into which Reservists with less than eight years' service will be placed. A Reservist may reduce this period of service in the Ready Reserve to a minimum of five years through active duty and/or inactive Reserve training. Then, if he wishes, he may complete his eight-year overall service obligation by serving in the Standby Reserve. Reservists who have qualified for transfer to the Standby Reserve through the performance of military service must request transfer to the Standby Reserve.

Also, older Reservists assigned to the Standby Reserve may be transferred to the Ready Reserve at their own request if a vacancy for them exists and if they agree to remain in the Ready for at least one year. Moreover, all Reservists on active duty or extended active duty are placed in the Ready Reserve.

Ready Reservists are, by definition, the most vulnerable for recall to active duty. They are liable for recall in "partial," Korean-type mobilizations. They are liable to call for a period not to exceed two years at any time the President proclaims an emergency to exist. They are also liable for service for the duration plus

## WAY BACK WHEN

### Oldtime Tidal Waves

The recent tidal wave that swept across the Pacific Ocean at better than 400 miles per hour brings to mind another famous ocean convulsion about the time of the Civil War.

During the recent disturbance of the seas, relatively little damage to Navy ships and installations resulted because of the speed of the modern Navy's system of warning. The island of Midway, for example, which received the full impact of the big wave, escaped with little damage and no casualties.

Not so in the old days. Several Civil War vessels were wrecked and a number of men drowned by the physical convulsions that hit the West Indies and the west coast of South America in 1867 and 1868.

While anchored off Frederickstadt on the island of St. Croix, 18 Nov 1867, the *Monongahela*, a wooden, 2100-ton sailing vessel, was lifted by a gigantic wave (caused by an earthquake) and carried over a number of warehouses and deposited in one of the streets of the town. A receding wave carried her out of the town and placed her on a coral reef, without serious damage but with five of her crew lost. The ship was successfully "launched" from this reef soon afterwards.

About the same time, the cruiser *DeSoto* was torn from her moorings in the harbor of St. Thomas and thrown upon the piles of a new wharf. The receding sea carried her



into deep water again—with little damage.

The *Susquehanna*, in the same harbor, barely escaped similar unseamanlike treatment.

An earthquake on the west coast of South America in 1868, caused the water to recede from the harbor of Arica, Peru, 600 miles north of Callao, where the war steamer *Waterlee* and the store ship *Fredonia* were anchored. The returning wave broke *Fredonia* into pieces, drowning 27 officers and men. *Waterlee* was carried one-half mile inland where she was left high and dry, with one man lost. The vessel was so badly strained, however, that no attempt was made to launch her, and she was sold on the spot.



six months in time of war or national emergency declared by Congress, or otherwise authorized by law.

**Standby Reserve**—The Standby Reserve will be made up largely of Reservists who have considerable previous military experience, for example, veterans of World War II or the Korean conflict, or today's draftee who completes his five years of active and Ready Reserve service.

Standby Reservists are liable for recall only in the event of an all-out war or grave national emergency declared by Congress, or when otherwise authorized by law. If mobilized, they may be held for the duration plus six months.

The priority for recall under the Armed Forces Reserve Act further provides for orders to active duty of Reservists "when otherwise authorized by law." Currently, these laws authorize the recall of Reservists:

- A section of the Universal Military Training and Service Act subjects all Reservists (Ready, Standby and Retired) to orders to active duty until 1 July 1953.

- The "Doctors and Dentists Draft Act" (Public Law 779, 81st Congress) subjects all Reserve doctors, dentists and allied medical specialists to recall until 1 July 1955.

Anyone who is a Reservist in an active status may be placed in the Ready Reserve. However, except in time of war or national emergency hereafter declared by Congress, and if not serving on active duty, he will, upon request, be transferred to the Standby Reserve if:

- He is not serving under agreement to remain a member of the Ready Reserve for a stated period and is otherwise qualified for transfer to the Standby; or if

- He has served five years or more on active duty in any of the armed forces; or if

- His service on active duty and a Ready Reserve training program together totals five years or more, or any lesser period which may be permitted by future regulations; or if

- He has served one year or more on active duty in the armed forces between 7 Dec 1941 and 2 Sept 1945 in addition to one year since 25 June 1950; or if

- He has served as a member of one or more of the Reserve components for at least eight years since 2



"...what's eating you now, Gerge?"

Sept 1945 (Possible only after 1 Sept 1953).

Selectees released from active duty will be placed in the Ready Reserve until they meet the third condition above.

**Inactive Status List**—Reservists with no required military service who do not desire to play an active role in the Naval Reserve program will be placed on the Inactive Status List. Once on it, they will be ineligible for training pay, retirement credit or promotion.

The only difference between the new ISL and the former ISL is in the degree of vulnerability of a person on it. Those on the List (who, incidentally, are also classified as Standby Reservists) can be mobilized only in the event of war or national emergency declared by Congress, and then only after all available Ready and Standby Reservists in their particular category have been called. Reservists placed on the old ISL remain on the new one.

**Retired Reserve**—The Retired Reserve will consist of those persons placed on Reserve retired lists under regulations yet to be prescribed. On 1 Jan 1953, all Naval Reservists then on any retired list including the Honorary Retired List will be automatically transferred to the Retired Reserve.

Retired Reservists will be in the same mobilization category as those on the Inactive Status List.

Other provisions of the new Reserve Act create a special status for officer candidates not on active duty in the Naval Reserve. Any enlisted Reservist who meets the standards set up by the Navy can be selected as

an officer candidate. He will be designated for temporary service while he takes courses and fulfills the requirements for a Reserve commission.

As in the past, all Navy and Marine Corps commissions are for an indefinite term. They will not have an expiration date.

Another section of the Act points out that everyone ordered to active duty from civilian life will be given at least 30 days' notice wherever possible.

## Appointments as Warrant Officers Announced for POs

One hundred CPOs and PO1s have been temporarily appointed to the grade of warrant officer (W-1). The men appointed were among those chosen in the warrant (W-1) selections made during April-July 1952. Appointments were made by individual letter and were effective upon receipt.

Considered in the spring of 1952 selection were USN and USNR CPOs and PO1s who on 1 Jan 1952 were less than 35 years of age, who had more than six years' naval service and who were on active duty.

The names of those selected had been placed on an eligibility list from which appointments are made as vacancies occur during fiscal 1953. The new WOs will have dates of rank as of 15 Oct 1952.

## Automotive Transportation Course for USN, USNR Officers

A new correspondence course for officers, titled Automotive Transportation at Naval Activities (Nav Pers 10908), is now available to Regular Navy and Naval Reserve officers, chief petty officers and certain qualified enlisted personnel.

A major part of the course covers problems in logistics in the organization of advanced bases and shore establishments. Strategy and tactics under battle conditions as a part of advanced base planning is also included in the course of four assignments.

Application should be made on NavPers Form 992 and forwarded through official channels to the U.S. Naval Correspondence Center, Brooklyn 1, N. Y.



## New Schedule for Separation Of Members of Fleet Reserve Now on Active Duty Announced

A new phasing schedule for the separation of Fleet Reservists now on active duty was announced in BuPers Inst. 1910.5 (24 Nov 1952).

Previously, under provisions of BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952), Fleet Reservists retained or ordered to active duty were released to inactive Fleet Reserve status upon completion of 24 months' active duty unless they sooner became eligible for transfer to the Retired List.

Exempt from this phasing schedule are those Fleet Reservists who volunteered for active duty and signed an agreement to this effect. They will be released upon completion of 24 months' active duty.

The new directive provides the following schedule for release to inactive duty of those Fleet Reservists who were involuntarily ordered to active duty:

(The month and year reported for active duty or the month transferred to the Fleet Reserve and retained on active duty determines the required months of active duty. The month and year of eligibility for separation is shown in the right hand column.)

Mo. and Yr. Reported	Required Months	Mo. and Yr. Separation
Prior 1 Feb 51	24	As applicable
Feb 1951	23	Jan 1953
Mar 1951	23	Feb 1953
Apr 1951	23	Mar 1953
May 1951	22	Mar 1953
Jun 1951	21	Mar 1953
Jul 1951	21	Apr 1953
Aug 1951	20	Apr 1953
Sep 1951	19	Apr 1953
Oct 1951	19	May 1953
Nov 1951	18	May 1953
Dec 1951	17	May 1953
Jan 1952	17	Jun 1953
Feb 1952	16	Jun 1953
Mar 1952	15	Jun 1953
Apr 1952	15	Jul 1953
May 1952	14	Jul 1953
Jun 1952	13	Jul 1953
Jul 1952	12	Jul 1953
Subsequent		
31 Aug 52	12	As applicable

The Navy's most recent basic policy concerning the release to inactive duty or discharge of all Regular Navy and Reserve enlisted per-

sonnel now on active duty or those who may be either voluntarily or involuntarily ordered later to active duty is contained in the new directive. With the exception of the new policy and schedule for release of Fleet Reservists given above, the release or discharge schedules are the same as outlined in ALL HANDS, June 1952, p. 45.

## It's a Dog's Life, Says 'Sailor' Who Missed the Boat

"Every dog has his day"—at least that's how "Sailor" the canine mascot of USS *Current* (ARS 22) feels about it after his short tour aboard a British ship.

When the shooting started aboard *Current* off the coast of North Korea, "Sailor" made his usual dash for a place to hide. In his frantic circuit of the main deck he found all hatches leading below closed. Spotting a small boat pulling away from the gangway, he raced to the rail. The boat was a welcome sight to the frightened pup who "abandoned ship" in one tremendous leap. The dog missed the boat and landed in the ocean.

"Sailor" was next heard of aboard the British ship, HMS *Crane*, which reported that the mascot was on board safe and sound although "a bit shaken up."

The salty canine was returned to *Current* by a grinning British crew who had fitted him out with appropriate transfer papers and identification tags listing him as a "one-dog draft" being returned to his ship after "temporary duty aboard Her Majesty's frigate *Crane*."



## Public Information Billets Open To Qualified Line Officers In Regular Navy, Naval Reserve

Duty in public information billets is available for qualified Naval Reserve and Regular Navy line officers in the grades from lieutenant (junior grade) to captain. The P.I. billets, offering duty in shore, staff and overseas assignments, provide for normal rotation of officers currently serving in such assignments.

Although it is preferable that applicants possess experience or education in some phase of journalism, public information or public relations, this is not a prerequisite. Eligibility requirements follow:

- CAPTs, CDRs and LCDRs (both USN and USNR)—Must be eligible for shore or overseas duty.

- LTs and LTJGs (1300 series) (both USN and USNR)—Must have completed 36 months in an operating squadron.

- LTs (1100 series), USN—Must have completed a minimum of six years sea duty and a minimum of 18 months present duty station by 1 Jan 1953.

- LTs (1100 series), USNR—Must have three years total active duty, two years total sea duty and one year present duty station by 1 Jan 1953.

- LTJGs (1100 series), USN—Must have completed a minimum of four years shipboard duty.

- LTJGs (1100 series), USNR—Must have completed at least six months in current assignment.

Naval Reserve officers above the rank of lieutenant (junior grade) must have expressed a desire on a release questionnaire prior to 1 July 1952 to remain on active duty until at least June 1954.

Women officers of all grades must have a minimum of two years present duty.

Requests for public information duty should be submitted in letter form to the Chief of Naval Personnel (Attn: Pers B1115). BuPers Notice 1331 (16 Oct 1952), which lists this information, also states that additional qualifications should be included. Additionally, officers desiring this duty in the future should so indicate on their officer data cards (NavPers 340).

## BuPers Central Recreation Fund for Year 1952 Spent for Movies, Entertainment, Sports

Free distribution of the best motion pictures to ships and overseas bases accounted for almost half of the total recreation funds expended last year from the BuPers Central Recreation Fund. Fleet movies required an outlay of \$1,000,000 from the total of \$2,321,000 provided by BuPers for various special services projects.

Other financed or partially supported projects aided by the Central Recreation Fund, with the amounts assigned, are: Grants for recreation facilities and equipment, \$271,000; athletic facilities, \$260,000; establishment of new recreation funds, \$141,000; EM Clubs and CPO Messes, \$211,000; swimming pools, \$265,000; miscellaneous, \$70,000; BuPers loaned \$94,000 to establish new recreation funds for sea-going commands, ships and stations, and also was able to put \$834,000 aside in the Reserve Fund; however, to continue distribution of movies to ships and overseas bases during fiscal 1953, BuPers will transfer \$1,106,000 from the reserve fund.

In the main, the money for these projects came from assessments of Navy Exchanges and Ship's Stores. (For more on the operation of the Central Recreation Fund see *ALL HANDS*, November 1952, p. 43.)

Together, the exchanges and ship's stores produced \$16,500,000 in profits which were paid directly to local recreation funds while \$2,578,000 came

to the Central Recreation Fund. Military Sea Transportation Service paid BuPers an additional \$325,000 for movies and \$244,000 was received from other sources.

## New Course in Military Justice Open to Officers, Qualified EMs

A new officers' course in Military Justice in the Navy (NavPers 10993) is available from the Naval Correspondence Course Center.

This course is based on two texts: *The Manual for Courts-Martial*, 1951, which establishes regulations for the administration of the Code, and the *Naval Supplement to the Manual for Courts-Martial*, 1951, which contains regulations for all persons attached to the naval service.

Since all military personnel should have a fundamental knowledge of the Uniform Code, its administration and regulations, this course should aid in clarifying the new "rules of the road."

The course is written in two parts, each of which consists of six assignments.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

Chief petty officers are eligible to take any officer correspondence course. Other enlisted personnel must have the endorsement of their commanding officers to the effect that they are considered potential officer material.

## Training Assignments and Changes In Classification Open to Certain NROTC Officers

Ensigns and lieutenants (junior grade) who have been commissioned in the U. S. Navy from Naval Reserve Officer Training Corps units, but who have not yet been selected for retention in the Regular Navy in a career status, are eligible for certain training assignments and in some cases for changes in designations from line to restricted line or staff.

Officers of this category who have sufficient obligated service or agree in their applications for training assignments to extend their active duty, may request flight or submarine training assignments, postgraduate study or other courses of instruction.

NROTC officers may, in accordance with applicable directives, request assignment to courses of instruction leading to Staff Corps designations. In some cases officers who attend such courses of instruction will have their designations changed from line to Staff Corps prior to selection for retention in the Regular Navy.

All officers who complete three years of service and are selected for retention in career status will be eligible for all training and assignments open to their contemporaries.

The rules of eligibility for training of the above officers are outlined in BuPers Inst. 1520.5 (26 Sep 1952).

## Here's How Your Ship Gets Funds for Sports and Recreation

How do ships and stations get the money they need for sports equipment and recreation gear? (See p. 31.)

- Ships and shore activities operating their own ship's stores and exchanges are expected to finance their recreation activities from the profits earned by store operations. However, for the accomplishment of special projects requiring additional funds, they may submit a request for funds to the type command fund administrator.

- Units having no ship's store or Navy exchange and not already participating in a recreation fund may request from the type command fund administrator the necessary funds using procedures outlined in BuPers Circ. Ltr. 68-49 (NDB, January-June 1949).

- Newly commissioned units may request an initial grant to establish a local recreation fund. It is expected that improvements to already established

stations such as additional club at training centers and additional fields at air stations, will be established by the parent organization.

The actual amount of the funds provided is up to the type command fund administrator. If the command fund is unable to finance a request, the administrator may forward the request to the Chief of Naval Personnel with a recommendation that the money be allocated from the BuPers Central Recreation Fund. If the request is approved, BuPers mails a check direct to the ship or activity.

The Central Recreation Fund, operated by BuPers on a share of the profits of the Navy's exchanges and ship's stores, is used for the benefit of all Navy personnel to promote recreation on board all types of ships and shore activities, and to assist by loans and grants to attain an expanded recreation program.



## Basic Test Battery Helps Determine Navyman's Future

The key to the system used to place you and your "know how" into the right job is found in the Navy's modern methods of personnel classification.

Let's take a look at the way the Navy selects its enlisted men and women — the tests that are given and what this selection process means to the new Navyman.

Say a young man decides to join the Navy. He goes to a Navy Recruiting Station and makes application for enlistment.

As a part of the recruiting process he is given a written mental test known as the "AFQT" (Armed Forces Qualification Test). This test method is used by each of the armed services to test all men and women entering the service. It is a simple preliminary test which will determine whether he has enough "know how" to learn one or more of the many

skills and tasks the Navy will expect him to master during his career. If he qualifies on this first test, he is enlisted in the Navy and goes to a Naval Training Center.

During the early days of recruit training he is given a series of written tests and a classification interview. The purpose of this "battery" of tests is to find out what Navy ratings he is best fitted for. Sometimes, the young naval recruit has a notion he wants to be a certain kind of Navy technician, maybe an aviation mechanic or perhaps a radarman. He may or may not have the primary prerequisites of that particular Navy job. How can he and the Navy tell, with a fair degree of certainty, which type of job he is fitted for, which will be of sufficient interest to him, and in which he is likely to succeed?

Based on experience with thousands of men and a knowledge of

Navy job classifications and requirements, the Navy's personnel administrators have devised the testing methods now used. These tests will show what abilities the Navyman has that will be most useful to the Navy and to himself.

These written tests, given at the Naval Training Centers, are the *General Classification Test*, the *Mechanical Test*, the *Arithmetic Test* and the *Clerical Aptitude Test*. Abbreviations for these tests are commonly used and are a part of Navy lingo. They are, "GCT", "MECH", "ARI" and "CLER."

These specialized tests have been formulated to measure the Navy's own special job skills. Together these tests are called the "U.S. Navy Basic Test Battery" (BTB) and constitute a very important link in the chain of events that determine the career pattern of each Navyman.

Let's examine the nature of these tests and what the Navy interprets from each type of test, and then, finally, how the tests are scored.

For the new recruit the Navy is now using "Form 5" of the BTB. Other forms of BTB are used for other testing purposes, as explained below.

- Purpose of GCT Test is to *measure a man's verbal reasoning, his ability to "think in words and language."* The GCT contains 100 questions. The testing time is limited to 35 minutes regardless of the number of questions the examinee has been able to answer.

- The ARI test *measures arithmetic reasoning, the ability to "think in terms of numbers."* The test includes 50 questions and the time allowed is 47 minutes.

- The MECH test *measures the new Navyman's ability to comprehend mechanical relationships or principles, as well as some aspects of mechanical and electrical knowledge.* Each of its two parts contains 50 questions. Time limit for the MECH test is 35 minutes.

- The CLER (Form 5A) test has now replaced CLER (Form 5) which was formerly used. The purpose of this test is to *measure a man's ability to observe details swiftly and accurately, with emphasis on the man's speed of response.* The time period is

### WHAT'S IN A NAME

#### The Navy's First NTS

On 4 June 1883, the Secretary of the Navy officially established in Newport, R.I., the Navy's first training station. The present-day Newport has dropped the word "training" from its title, however, and since 1 Oct 1952 it has been a "U.S. Naval Station."

The actual beginning of the Newport Naval Training Station dates back to 1881 when Coasters Harbor Island in the Eastern Passage of Narragansett Bay was ceded to the Federal government by Newport voters. This action by the voters was the fulfillment of a wish of RADM Stephen B. Luce, USN, then a captain and later the Station's first CO, who wanted the island as a place where sailors could go for drills and recreation.

The cornerstone of what is now the administration building there was laid in 1819.

In 1941 a Naval Base was established at Newport to coordinate the activities of the various, growing naval facilities in the area. The Naval Training Station was one of the components of the Naval Base and continues so under its new title of "Naval Station."

Among the various schools located there are the Naval War College, indoctrination courses for Wave officers and chaplains, three naval supply schools, the U.S. Naval School, Torpedoman's Mates, and the U.S. Naval School Officer Candidate.

The station has grown in 69 years from a handful of buildings and personnel to some 300 buildings on 320 acres of land



which support about 1100 officers, 6500 enlisted men and women and 1500 civilian employees.

The 920-acre Coasters Harbor Island, the nucleus of the modern Station, originally was purchased from the Wampanoag Indians in 1658 for six pounds, 10 shillings. In the 17th century it served Newport as a quarantine station and later was the site of one of the earliest naval engagements of the Revolutionary War, a duel between a colonial sloop and the British figate *Rose* in 1778.

Newport was not only the first but the last "naval training station." The other training activities today are known as "training centers."

# QUIZ AWEIGH

Start the New Year off right with a 4.0 on this month's quiz. But if you must, turn to the correct answers on page 53.



1. Midshipmen are receiving instruction on the (a) telescopic alidade, (b) azimuthscope, (c) sextant.

2. It is used primarily for (a) measuring the distance from one ship to another, (b) determining the speed of a ship by sighting an object, (c) taking true or relative bearings on an object.



3. Above is one of the Navy's former rating badges. It was worn by (a) carpenters, (b) doctor's mates, (c) sailmakers.

4. About 1939, this rating was absorbed into the (a) boatswain's rating, (b) quartermaster's rating, (c) patternmaker's rating.



5. Above are two brass devices for use on boat flagstoffs. The spread eagle is for (a) captains, (b) the President and officials accorded 19 or more gun salutes, (c) flag officers.

6. The star at the right is for (a) Navy officers below rank of commander, (b) commanders, (c) captains.

ANSWERS TO QUIZ ON PAGE 53

14 minutes; a total of 75 names and 200 numbers is included.

ALL HANDS frequently receives inquiries asking what the Navy policy is on re-taking the GCT test to establish a better score. The policy is *not* to authorize reexamination on any BTB tests.

The tests are so designed that in most instances there will be little variation in test scores if they should be taken a second time.

There are a few instances in which retesting may be allowed. Generally, there are only three acceptable reasons which warrant retesting. They are: (1) an abnormal test pattern (2) language handicap (3) an extremely limited educational background.

In the latter two cases, evidence is required that there has been positive opportunity for improvement.

If a Navyman's commanding officer feels that one of the above conditions exists, the CO may submit a request to the Chief of Naval Personnel for a retest. Further information on this subject is contained in "List of Navy Schools and Courses" (NavPers 15795).

## Expense-Paid Trip Brings Mothers to Greet Meniffee

When *uss Meniffee* (APA 202), carrying Navy veterans of Korean combat, docked in San Diego, three of the sailors aboard got a pleasant surprise. There, on the pier flanked by high-ranking Naval officers, stood their mothers.

The surprise was part of a plan of *Meniffee* crewmen who had raised the money to pay the expense for three mothers to travel to San Diego. The identity of the mothers chosen was kept secret. It was only when *Meniffee* nudged into the dock that the three men realized they were the lucky ones.

All three of the mothers are widows. They came from Missouri, Texas and New York City.

Upon their arrival in San Diego the mothers were met by a Navy chaplain. The chaplain arranged for accommodations for them during their visit and, when *Meniffee* was due to arrive, he escorted them to the dock to meet their sons.

Here are the features of the BTB system which make the tests good tests:

- The BTB tests are reliable. That is to say, when a man gets a certain mark on a given test, it's a pretty good bet that on another try on a different test form he won't change his score more than a point or two.

- The tests are valid in that a certain mark on a certain test of the battery, or on a combination of tests, as described, will show with a good deal of accuracy whether a man can pass or fail a certain naval school training course to which he may be assigned. Of course, there are exceptional cases where a man with good test marks flunks out of school but in most such cases other factors contribute to the failure. In the vast majority of cases, however, there is a close relationship between success in Navy schools and good marks on the BTB.

- No special training is needed to pass these tests. They indicate how much the tested individual *should be able* to learn. There is no passing or failing mark on the BTB.

- BTB are objective-type tests. For each question there is a choice of several answers, only one of which is right. Test answers are scored by an electric scoring machine at Naval Training centers. The score shows whether a man answers a question right or wrong, and not whether his handwriting is good, his hair parted the right way, or someone happens to like him. Thus, every man gets an even break.

There is one feature which cannot be written into a test but which is important: The Navy helps the man to do his best by providing examination rooms that are adequately heated or aired, well-lighted, and well-staffed with trained personnel who assure proper timing of tests and explain what each man is supposed to do on the test papers.

A motion picture is also shown the new recruit which explains the tests and how important the tests are to his career. In other words, the most favorable conditions for testing are provided.

How are the tests scored? The Navy uses a system called the *Navy Standard Score* by which the average score is set at 50. The convenience of this system is apparent when it is



remembered that tests vary in length, in difficulty and in speed.

For example, it is confusing to try to remember that the average score earned by recruits on a test of 20 questions is, let us say, 12; that the average score on another test of 34 questions is 14; while the average

score on still another test of 120 questions is 71. If each of the average scores mentioned is converted to 50, it is easy to convert every other score to an equivalent value on a scale with an average at 50.

When we get through with converting all the tests to a system with

an average of 50, we then have a standard score system. With this method it is easier to make standard entries in the enlisted service records. Such entries tell the Navy at a glance whether a man is above or below average on any particular test.

It is important to know that the score of 50 means an average score, not for all people in the U.S. as we would speak of average height, but for a very highly selected group of alert young men in the naval establishment. To get a score of 50 on a Navy test does not mean 50 per cent correct as it did in grade school. A man who gets a score of 60 on a test has done as well or better on that test than 85 per cent of the people who took the test. A score of 77 on GCT could mean that a man got all the answers right on that test.

It has been found by experience that men who get above a certain score on a given test are most likely to do well in certain kinds of naval schools. For example, suppose that men who get above 55 in GCT almost always succeed in graduating from a certain school, and those who get 50 to 55 are in the group in which half of the men fail to graduate. It is clear for this reason that for a particular school only those men who get above a certain GCT Navy Standard Test Score should be selected. Failure in a school helps neither the man nor the Navy. Such a minimum score for admission to a school is known as the "Cutting Score."

Or suppose it is found that men who get 50 or better on the MECH almost always succeed in graduating from a certain school but that men who get lower scores generally fail. Then, for this particular school, men will be selected who earn a MECH score of 50 or above.

From this it can be seen that there is no such thing as "passing" a classification test.

The test does show *relative standing in aptitude for learning* the particular things taught at certain schools. Furthermore, for each Class "A" naval school the "Cutting Score" on a particular test or combination of tests is separately determined.

A cutting score may be defined as the minimum score generally required for entrance to a particular school. Here are some sample Cut-

## Poster Series Urges Water Conservation

Crew members of *uss Iowa* (BB 61), like bluejackets of most ships, have a strong dislike for "water hours."

A few *Iowa* men got together and decided to do something about the problem. No scientific research was needed to determine the real reason why water is wasted aboard ship. The "committee" agreed that what was needed was a selling job to train the guilty shipmates in the "etiquette of water conservation."

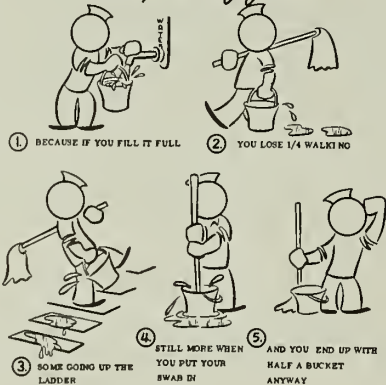
The artistic talent of the "committee" was brought to bear and came up with a series of four cartoon posters. Each poster illustrates one of the four bad habits which waste water on board ship.

The ship's printers turned out enough of the 9 by 11 inch posters for each of the shower locations, washrooms and heads. One of the posters, titled "Take a Navy Shower," illustrates four steps in taking a shower aboard ship.

Others show what happens if too much water is used for taking

### FILL That BUCKET

*Only Half full*



showers, tell how water is wasted in shaving and explain the reason for filling a bucket only half full.

The poster series is now available for other ships. Naval District Training Aids Sections (except the 10th and 15th Naval Districts) will supply one set of posters to each ship requesting NavPers 170152 and sub-numbers 1, 2, 3 and 4.

## Take a Navy Shower...



1 TURN WATER ON AND WET DOWN

2 SHUT WATER OFF AND SOAP DOWN

3 TURN WATER ON AND OFF -- RINSE

4 TURN WATER OFF WALK OUT WITH PEACE OF MIND.

ting Scores for Class "A" schools based on two BTB tests:

- Hospital Corpsman (HM)  
GCT plus ARI = 100
- Fire Control Technician (FT)  
GCT plus ARI = 115
- Mineman (MN)  
GCT plus MECH = 105
- Machinist's Mate (MM)  
ARI plus MECH = 105
- Quartermaster (QM)  
GCT plus CLER = 115

A complete listing of Cutting Scores for naval schools and other required qualifications is contained in *List of Navy Schools and Courses*, NavPers 15795.

The recruit who has shown through the BTB tests that he possesses the basic aptitudes for a certain type of Navy school may be given one of a number of other tests to further indicate his *special* abilities.

These special tests are not part of the BTB but have been developed and designed primarily to provide additional information to meet special needs of certain naval schools.

Two of these tests that are used to indicate a man's special abilities are the *Radio Code Aptitude* and the *Sonar Pitch Memory* tests. Satisfactory performance on these special tests and on GCT, ARI, MECH and CLER, in appropriate combinations, together with suitable background qualifications, will qualify the Navyman as a candidate for one of the Navy's Class "A" schools.

The Navy's modern testing program and personnel selection methods are used to assign a man to the training and Navy job he prefers and at the same time one in which his civilian education and experience are considered.

Highest Possible Navy Standard Scores

Here are the highest possible scores that can be made on any of the BTB tests. Forms 1, 2 and 3 are no longer used in tests for active duty personnel. Form 4 was in use from 2 Dec 1946 until replaced by Form 5 beginning 15 Sep 1948. Form 5A now replaces Form 5 in the CLER test only.

BATTERY						
FORM	GCT	ARI	MECH	CLER	MKM	MKE
1	79	70	—	84	—	—
2	76	77	85	86	77	79
3	79	80	87	84	77	82
4	74	77	75	83	—	—
5	77	74	77	79	—	—
5A	—	—	—	73	—	—

More Enlisted Correspondence Courses Ready

Nine new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N.Y., via your commanding officer.

Title of Course	NavPers No.	Applicable to Following Ratings
Blueprint Reading .....	91223-1	AB, ABG, ABU, AD, ADE, ADF, ADG, ADP, AE, AEI, AEM, AL, AM, AMH, AMS, AO, AOF, AOT, AOU, AT, BT, BTG, BTR, BU, BUH, BUL, CE, CEG, CEL, CEP, DCG, DCP, DCW, EM, EMP, EMS, EN, END, ENG, DM, DME, DMI, DML, DMN, DMS, DMT, FP, FPB, FPG, FPP, FPS, ME, MEB, MEG, MES, MEW, MM, MMG, MML, MMR, ML, MR, PM, SW, SWR, SWS, TD, DTI, TDR, TDU, TDV and UT.
Chief Builder .....	91586	....BU, BUH and BUL
Driver 1 .....	91575	....CD
Chief Instrumentman .....	91385	....IM, IMI, IMO and IMW
Rangefinders .....	91390	....OM
Submarine Periscopes .....	91392	....OM
Surveyor 2 .....	91564	....SV, DM, DMS, DMM, DME, DMI, DML and DMT.
Pipe Fitter 1 .....	91540	....FP, FPB, FPG, FPP, FPS
Chief Pipe Fitter .....	91541	....FP, FPB, FPG, FPP, FPS

For the recruits who do not "make" a particular school through the basic training tests and are assigned to duty in ships or at shore stations, there will be frequent opportunities for on-

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses. Enlisted personnel who have completed an earlier course on Blueprint Reading are advised to enroll for the new course which has been substantially revised and brought up-to-date.

the-job training. When they demonstrate the necessary qualifications, additional opportunities may enable them to enter a naval school.

In any event, the BTB scores a man earns and the information obtained during his interview with the classification personnel man all become a permanent part of his service record and are referred to when his qualifications for further training and assignments have to be considered.

Navy Yachtsmen Form Club

Sail-minded sailors attached to U.S. Naval Air Facility at Yokosuka, Japan, have formed their own yacht club.

The club offers Navy yachtsmen an opportunity to become familiar with the operation of sail-boats.



## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange,

Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of the picture is followed by the program number. Technicolor films are indicated by (T). The following films began distribution in November.

New listings of motion pictures obtainable from the Navy Motion Picture Exchange will be carried monthly in ALL HANDS. The films that are selected and mentioned in this column are distributed free to ships and overseas bases, being paid for out of appropriations from the BuPers Central Recreation Fund.

*Night Without Sleep* (1025): Drama; Linda Darnell, Gary Merrill.

*Destry Rides Again* (1026): Western; (Reissue); James Stewart, Marlene Dietrich.

*The Big Sky* (1027): Melodrama; Kirk Douglas, Dewey Martin.

*Tale of Two Cities* (1028): Drama; (Reissue); Ronald Coleman, Elizabeth Allan.

*Something for the Birds* (1029): Drama; Victor Mature, Patricia Neal.

*Assignment Paris* (1030): Spy Melodrama; Dana Andrews, Marta Toren.

*My Man and I* (1031): Drama; Shelly Winters, Ricardo Montalban.

*The Lusty Men* (1032): Rodeo Melodrama; Susan Hayward, Robert Mitchum.

*Caribbean* (1033) (T): Adventure Melodrama; John Payne, Arlene Dahl.

*Willie & Joe Back at the Front* (1034): Comedy; Tom Ewell, Harvey Lembeck.

*The Crusades* (1035): Adventure; (Reissue); Henry Wilcoxon, Loretta Young.

*Horizons West* (1036): Western Drama; Robert Ryan, Julia Adams.

*Somebody Loves Me* (1037): (T): Musical Comedy; Betty Hutton, Ralph Meeker.

*Day at the Races* (1038): Comedy Melodrama; (Reissue); Marx Brothers, Maureen O'Hara.

*San Francisco* (1039): Drama; (Reissue); Clark Gable, Jeanette MacDonald.

*Turning Point* (1040): Crime Melodrama; William Holden, Edmund O'Brien.

*Abe Lincoln in Illinois* (1041): Biography; (Reissue); Raymond Massey, Gene Lockhardt.

*The Great Waltz* (1042): Musical; (Reissue); Hugh Herbert, Lionel Atwill.

*Tropical Heat Wave* (1043): Comedy-Music; Estelita Rodriguez, Robert Hutton.

*The Steel Trap* (1045): Melodrama; Joseph Cotton, Teresa Wright.

## Ship Christenings

The ceremonial launching of a ship is a nautical superstition harking back to the time when human sacrifices provided the blood for dampening the ship before it touched the water. In return for a blood offering, the sea gods were supposed to spare the blood and lives of those who would man the ship. The hardy Vikings, launching their galleys down an incline to the water, placed bound captive slaves between these rollers to be ground to pulp as the vessels rolled into the sea. In this way the blood thirsty dieties received their due.

Gradually the pagan gods became less demanding and the blood of slaughtered lambs or oxen was sufficient. By the end of the 15th century, launchings had become religious in character. French fishermen, particularly those in Brittany, launched their boats with colorful celebrations of the full Sacrament, a custom that still persists.

In primitive times the witch-doctor or the medicine-man had a monopoly on the launching of all types of vessels. In time, however, priests were gradually entrusted with the privilege of launching and naming sea-faring vessels. They used a libation of red wine—symbolic of blood—to propitiate the water deities. In this they were following the example of the Greeks and Romans who spattered their war craft with red wine offered in the name of Bacchus, god of wine, and Neptune, god of the sea. Preferring, no doubt, the pleasing features of a goddess to those of Neptune, these ancients adorned the prows of their vessels with a goddess' head. The libation later was offered to her. Thus a ship came to be called "She."

Although the modern practice is to have women perform the launching ceremony, it was a masculine prerogative until the 19th century. Then the Prince of Wales broke the precedent and invited ladies of the court to act as sponsors, a custom now well established. But in ancient times, because of the taboo placed on women aboard ship, many sailors refused to sail on a vessel named by a woman. Although this superstition gradually disappeared, the taboo against launchings by married women and widows persisted.

In the old days, before champagne became popular, it was the practice instead of smashing a bottle to spill wine on the



ship and then name and launch it as the goblet was thrown overboard as an offering to Neptune. Later a net was strung around the bow of the ship to recover the offering.

Then came the era of throwing the filled bottle and breaking it on the bow of the ship. Unfortunately the bottle frequently missed its mark and hit someone. This problem was finally solved by encasing the bottle in a mesh-holder and wrapping many yards of red, white and blue ribbons around it. This preserved the shape of the bottle and at the same time prevented flying glass from hitting the sponsor or others nearby.

Even in our day it is considered unlucky if the bottle fails to break when it is thrown. To prevent such a calamity, the bottle is usually suspended from the forecandle on a rope bedecked with ribbons and a "bottle catcher" stands by just in case the lady should miss her mark. Many shipyards have their own official "jinx-buster" who pinches for the sponsor who fails to hit the prow because of lack of strength or a wild swing. The jinx-buster stations himself under the official platform where he can retrieve the unbroken bottle and smosh it against the prow of the ship before it has slid beyond reach.

Champagne has replaced blood and wine as the modern launching libation. It is considered unlucky to use plain water in a launching. Also a vessel launched on Friday holds superstitious fears for many seamen. Just for the record, most vessels carry a securely placed metal plate stating when, where, and by whom the ship was launched. —John Parke.



"And where were you last night?"

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 53—States that Alnav 33-51, which promoted ensigns with dates of rank between 14 Apr 1948 and 14 Apr 1949 to LT JG, remains in effect.

No. 54—Modifies Alnav 7-52 regarding promotion of second lieutenants in the Marine Corps.

No. 55—Announces the temporary promotion to commander of certain line officers of the Regular Navy and Naval Reserve.

### QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 49

1. (a) Telescopic alidade.
2. (c) Taking true or relative bearings on an object.
3. (c) Soilmakers.
4. (a) Boatswain's mate. Today, boatswain mates who work in the sail loft are referred to as "canvas men."
5. (b) The President and official accorded 19 or more gun salutes.
6. (b) Commanders.

No. 56—Announces the temporary promotion to captain and commander of certain Supply Corps officers of the Regular Navy and Naval Reserve.

No. 57—Announces the temporary promotion to captain and commander of certain officers of the Chaplain Corps of the Regular Navy and Naval Reserve.

No. 58—Announces the temporary promotion to captain and commander of certain officers of the Civil Engineer Corps of the Regular Navy and Naval Reserve.

No. 59—Announces the temporary promotion to captain and commander of certain officers of the Chaplain Medical Service Corps of the Regular Navy and Naval Reserve.

No. 60—Announces the temporary promotion to captain and commander of certain officers of the Dental Corps of the Regular Navy and Naval Reserve.

No. 61—Advises supervisors of Navy college aptitude test that faulty instructions have been mailed in some cases.

### BuPers Instructions

No. 1030.4—Outlines the form to be taken for the monthly BAQ report made by commanding officers.

No. 1030.5—Concerns the disposition of government-owned clothing which a Naval Reservist receives when he reports for active duty.

No. 1120.10—Sets up procedures whereby Naval Reserve enlisted men on active duty with two years of college may apply for appointment as ensign in the administration or supply sections of the Medical Service Corps Reserve.

No. 1130.3—Puts into the Navy Directive System unchanged the physical standards for enlistment of male applicants of the U.S. Navy and Naval Reserve.

No. 1300.11—States that the sole surviving son of a family that has suffered a casualty will not be assigned duty involving combat with the enemy unless he requests it.

No. 1301.10—Contains instructions for new message and letter forms for orders to active duty of Reserve officers.

No. 1306.10—Amplifies instructions in BuPers Manual regarding assignment to duty and rotation of enlisted women.

No. 1306.15—Defines "returnable"

and "non-returnable" quotas for enlisted personnel assigned to schools under the management control of BuPers, BuAer and BuMed.

No. 1412.7—Cites the Officer Personnel Act of 1947 which states that "no officer holding a permanent commission in the Regular Navy above the grade of CWO shall be temporarily promoted to a grade above lieutenant unless he has not less than two years of sea or foreign service duty in grade (except EDO, AEDO and SDO officers)."

No. 1430.4—Concerns the assignment and removal of striker symbols of enlisted personnel of the Regular Navy.

No. 1520.7—Requests applications from officers, male and unrestricted line, aviation classifications excluded, for assignment to underwater demo-



## A Roaring Breeze and Flowing Sea

Oh, for a soft and gentle wind,  
I heard o' fair one cry,  
But give to me the roosting breeze,  
And white waves heaving high,  
And white waves heaving high, my boys!  
The good ship tight and free;  
The world of waters is our home,  
And merry men are we.  
There's tempest in yon horned moon,  
And lightning in yon cloud,  
And hord the musers, moriners,  
The wind is piping loud;  
The wind is piping loud, my boys!  
The lightning fashes free,  
While the hollow ook our poloce is,  
Our heritage the seo.

—Old Forecastle Song



lition training at Coronado, Calif.

No. 1520.9—Incorporates unchanged in the Navy Directive System the policy and standards for resident and intern medical programs.

No. 1520.10—Informs officers of the Naval Reserve on active duty of the conditions under which they may apply for certain postgraduate courses.

No. 1552.2A—Provides instructions for issuing the "Atomic Weapons Effects and Individual Action Card" to personnel of the Navy and Naval Reserve.

No. 1626.3—States that an enlisted man awaiting court martial or civil trial for a felony should notify his parents, spouse or guardian of that fact.

No. 1747.1—Gives a complete summary of assistance that may be expected, and assistance which may not be expected, in time of emergency from the Navy Relief Society.

No. 1760.3—Reminded personnel that deadline for the Montana state bonus was 1 Jan 1953.

No. 1761.6—Makes correction in the "Referral Directory for Navy Veterans' Counselors," NavPers 15832.

No. 1900.1—Brings up-to-date the list of naval separation activities within U. S. for male personnel.

No. 1910.5—Provides one basic instruction governing separation, by discharge or release, of enlisted personnel on active duty.

No. 3370.1—Gives qualifications necessary for an officer or enlisted man to be authorized to test, adjust or repair mine firing mechanisms.

## BuPers Notices

No. 1111 (3 Nov 1952)—An-

nounces annual nationwide competition for appointment to cadetship in the U. S. Coast Guard (deadline 15 Jan 1953) for which Navy enlisted men are eligible to compete.

No. 1120 (21 Nov 1952)—Outlines requirements and methods of application for appointment of Special Duty Officers (legal) in the U. S. Navy.

No. 1306 (1 Dec 1952)—Requests applications from qualified personnel for Class "A" schools in the Hospital Corps.

No. 1412 (26 Nov 1952)—Announces selection of two women officers for permanent promotion to the grade of commander USN(W).

No. 1421 (3 Nov 1952)—Announces convening of selection boards for captains and commanders of the staff corps of the Regular Navy and Naval Reserve.

No. 1430 (12 Nov 1952)—Announces the names of those advanced to chief petty officer as a result of the 1952 servicewide examination.

No. 1650 (3 Nov 1952)—Announces award of Navy Unit Commendation to Patrol Squadron 6 for operations in the Japanese-Korean theater during the period 30 July 1951 to 12 Jan 1952.

No. 1760 (7 Nov 1952)—Reminds personnel that deadline for Oregon state bonus was 1 Dec 1952.

## Shipboard Communications Problems Studied in Course

A new officer correspondence course entitled "Shipboard Communications," (NavPers 10918) has been announced by the U.S. Naval Correspondence Course Center, Brooklyn, N.Y.

The course presents practical communication problems met aboard a large ship. Officers who have served only at shore bases or aboard small ships should find the course especially helpful in solving problems of organization and personnel administration.

Application for the ten-assignment course should be made on NavPers Form 992 through official channels. Application forms may be obtained from ship's office, district commandant or commander of Organized Reserve units.

Reservists will earn 20 promotion and retirement points for the successful completion of the course.

## 'Copter Barely Misses Noisy Welcome on Destroyer

It's a well established fact that a helicopter can go just about anywhere. But when one lands on the crowded fantail of a destroyer, that's something to talk about.

Such a landing actually took place when a helicopter from the heavy cruiser *uss Los Angeles* (CA 135) unintentionally dropped onto the after deck of *uss Orleck* (DD 886).

Piloted by Lieutenant William Wear, USNR, the 'copter was hovering over the destroyer, discharging a passenger by hoist, when the craft lost its power. The passenger, Ensign Richard Howe, USN, who was dangling from the aircraft when it suddenly developed engine trouble, quickly slipped out of the hoist-harness and dropped safely to the deck only a few feet below.

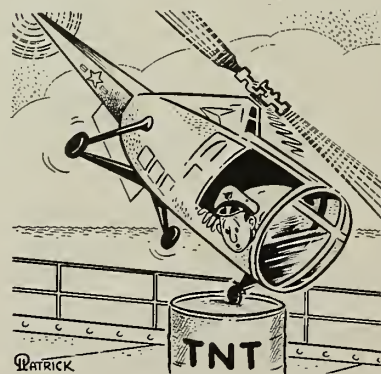
With his whirlbird rapidly losing altitude, Lieutenant Wear skillfully guided it aft to avoid hitting the after five-inch gun mount. The 'copter bounced against a loaded depth charge rack and settled on the deck with one wheel astride a 400 pound can of TNT.

Three members of the destroyer's surprised crew, Jack Hatcher, CTM, USN, John Kuoperak, SN, USN and Billy Calhoun, DC2, USN, quickly jumped forward to examine the jostled depth charges and set them on "safe".

After everything was secured and the flurry of excitement was over the destroyermen returned the "visiting" helicopter to its home base on board *Los Angeles*.



"But you dropped it, coming in for your landing."



# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

- ★ BASLEE, Herbert L., Jr., LCDR, USN (posthumously), CO of Fighter Squadron 52 on 17 Mar 1952.
- ★ HEADLAND, Edwin H., Jr., CDR, USN, CO of USS *Mansfield* (DD 728) from 13 to 15 Sept 1950.
- ★ LUNDGREN, Oscar B., CDR, USN, CO of USS *DeHaven* (DD 727) from 13 to 15 Sept 1950.
- ★ RADEL, Frederick M., CDR, USN, CO of USS *Gurke* (DD 783) from 13 to 15 Sept 1950.
- ★ SCHELLING, Robert A., CDR, USN, CO of USS *Lyman K. Swenson* (DD 729) from 13 to 15 Sept 1950.
- ★ STEWART, William S., CDR, USN, CO of USS *Henderson* (DD 785) from 13 to 15 Sept 1950.
- ★ WOLFE, Jerry D., ENS, USN (posthumously), serving in Attack Squadron 115 on 7 Feb 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

- ★ DILLAVOU, Claude A., CAPT, USN, Commander Task Group 95.2 and Commander Destroyer Squadron 16 from 22 February to 25 Mar 1951. Combat "V" authorized.
- ★ GRANDFIELD, Francis J., CAPT, USN, Chief of Staff and aide on the Staff of Commander Fleet Activities from 16 Sept 1950 to 26 Sept 1951.
- ★ GRAYBIEL, Ashton, CAPT, MC, USN, Director of Research at the U.S. Naval School of Aviation Medicine, Pensacola, Fla., from 1942 to May 1952.
- ★ SHARP, Louis D., Jr., CAPT, USN, Commander Administrative Command, Amphibious Force, Pacific Fleet, Naval Forces, Far East, from 2 Sept 1950 to 18 June 1951. Combat "V" authorized.
- ★ WHITTAKER, Donald L. A., LT, USNR, pilot of a helicopter from February through April 1951. Combat "V" authorized.

Gold star in lieu of second award:

- ★ BURROWES, Thomas, CAPT, USN, CO of USS *Wisconsin* (BB 64) and as Task Element Commander from 28 Nov 1951

to 22 Feb 1952. Combat "V" authorized.

- ★ WRIGHT, Joseph M.P., CAPT, USN, Commander Service Division 31 from July 1950 to March 1951. Combat "V" authorized.

Gold star in lieu of third award:

- ★ McMANES, Kenmore M., RADM, USN, Commander Fleet Activities, Japan-Korea and as Commander Fleet Activities, Yokosuka, Japan, from 10 Feb 1951 to 12 Aug 1952.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ CLARK, Allen H., FT3, USN, for rescuing a man and woman from drowning in the Anacostia River, Washington, D.C., 14 June 1952.
- ★ ESTERGREEN, Leo J., AN, USN, attached to Air Anti-Submarine Squadron 892 on 6 Sept 1951.
- ★ HARWOOD, Lester J., Jr., AL2, USN, serving in Helicopter Squadron One on 29 Jan 1952.
- ★ LADENHEIM, Jules C., LT (then lieutenant (jg)), MC, USNR, serving in USS *Valcour* (AVP 55) on 14 May 1951.
- ★ STOKE, Warren Wm., CHBOSN, USN, serving in USS *Valcour* (AVP 55) on 14 May 1951.
- ★ UPTHEGROVE, William R., LTJG (then ensign), USN, serving in USS *Radford* (DDE 446) on 23 Mar 1952.
- ★ VAN WINKLE, Oscar L., LT (then lieutenant (jg)), USN, serving in USS *Valcour* (AVP 55) on 14 May 1951.
- ★ VORWERK, Edmund A., MM3, USN, (Posthumously), attached to the Inactive Floating Dry Dock Group, Pearl Harbor, on 6 Dec 1951.
- ★ WARDEZAK, Francis V., HM3, USN, attached to the First Marine Division on 20 Jan 1951.
- ★ ZAMORA, Anthony, SN, USN (Posthumously), rescued a shipmate from drowning in the waters off Norfolk, Va., on 23 Jan 1952.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ABBOTT, John A., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.

- ★ AILLAUD, Emmett R., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 3 Oct 1950.

- ★ ALBRIGHT, Edward H., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 22 Sept 1950.

- ★ ALDRICH, Robert G., LTJG (then ensign), USNR, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.

- ★ ALLEN, Lawrence R., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ AMEN, William T., LCDR, USN, Squadron Commander of Fighter Squadron 111 from 5 Aug 1950 to 1 Feb 1951.

- ★ ARNOLD, Joe H., CDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BABBITT, Arlene K., ADC, USN, serving in Helicopter Squadron One, Unit 14 on 26 Oct 1951.

- ★ BAXTER, Alfred E., AD3, USN (missing in action), serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BECK, Henry J., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BLALOCK, David A., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.

- ★ BROWN, LaVerne Wm., Jr., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 6 July to 8 Nov 1950.

- ★ BROWN, Oliver F., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 26 Nov 1950.

- ★ BROWN, Raymond D., AT2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BRYAN, Edward M., AT1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BUDLONG, William L., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BUNCH, Robert G., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ BURGESS, William L., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 30 Sept 1950.

- ★ CARPENTER, Charles R., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 5 Aug 1950 to 27 Jan 1951.

- ★ CHESTER, William R., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ CHRISTIANSON, Arden O., AM1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

- ★ CONK, Vernon L., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.



## ★ DECORATIONS

- ★ COOK, Murray C., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.
- ★ COVINGTON, Gerald E., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 28 Sept 1950.
- ★ COX, William J., LTJG, USNR, serving in Helicopter Squadron One from 5 January to 3 June 1951.
- ★ CRAWFORD, Melvin C., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ DEACON, Edward T., CDR, USN, Squadron Commander of Fighter Squadron 114 and strike leader in Air Group 11 from 5 August to 13 Nov 1950.
- ★ DECRISTOFARO, Silvio, LCDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ DOWNS, Richard E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.
- ★ DRISCOLL, Jerome M., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- ★ ELLISON, Leroy S., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 3 July to 30 Sept 1950.
- ★ FARNSWORTH, Glenn T., ENS, USNR, serving in Fighter Squadron 113 from 5 August to 1 Dec 1950.
- ★ FENNER, Richard C., LTJG (then ensign), USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ FLECK, Richard Wm., CDR, USN, serving as CO of Attack Squadron 115 and strike leader in Air Group 11 from 5 August to 20 Nov 1950.
- ★ FLETCHER, James L., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ FORD, William P., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ FRANZ, Eugene L., LTJG (then ensign), USNR (missing in action), serving in Fighter Squadron 53 from 6 August to 30 Sept 1950.
- ★ GLENN, Beauregard J., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ GONZALES, Alphonso, AL1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ GRAY, Carl A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ GRINNELL, John R., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HADDOU, Paul F., AD1, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- ★ HAKER, Carl L., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HALL, Charles K., AD2, USN, serving in Patrol Squadron 46 from 27 June to 17 Dec 1950.
- ★ HAMBLIN, Robert L., LCDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HARBEN, Mabre M., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HARRIS, Carl W., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HARRIS, John, ENS, USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.
- ★ HAUCH, Richard I., LT, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HERRICK, Harvey S., LT, USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.
- ★ HEWITT, William C., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HIGGINS, Paul D., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HILLESLAND, Carl B., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HOUSTON, Donald F., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ HUBKA, Verne R., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 29 June to 7 Nov 1950.
- ★ HUGHES, Wayne Laverne, ENS, USN, serving in Attack Squadron 55 from 3 July to 27 Sept 1950.
- ★ HYDE, James E., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 5 August to 25 Oct 1950.
- ★ JEFFERY, Harold W., Jr., LT, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ JENNINGS, Carl R., LT, USN, serving in Fighter Squadron 54 from 3 July to 25 Sept 1950.
- ★ JOHNSON, Daren W., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ JOHNSON, Robert S., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ JOHNSON, Robert W., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ JORDAN, Edward, AO2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ JUTRAS, Francis S., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 7 August to 22 Oct 1950.
- ★ KEADY, John R., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ KNIGHT, Darrell D., ENS, USNR, serving in Attack Squadron 115 from 5 Aug 1950 to 16 Jan 1951.
- ★ KNOX, Boyd D., LTJG, USNR, serving in Fighter Squadron 114 on 18 and 19 Feb 1952.
- ★ KNOX, Jack D., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ KOECHNER, Virgil J., AL2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ KUHLMAN, Hugh C., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 4 July to 1 Oct 1950.
- ★ LANNEY, Edward V., Jr., LTJG (then ensign), USNR, serving in Fighter Squadron 53 from 3 July to 24 Sept 1950.
- ★ LISSY, Floyd K., LT (then lieutenant (jg)), USN, serving in Attack Squadron 115 from 12 Sept 1950 to 12 Jan 1951.
- ★ MANTZ, Roy T., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ MAST, John L., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ MCCALLUM, Elmer A., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 6 August to 25 Oct 1950.
- ★ MCGEE, Douglas J., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ MCGEEHEE, Kirk R. L., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ MCKEE, Walter A., AD2, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- ★ MCKENNA, John P., LT, USNR (missing in action), serving in Composite Squadron Three on 8 Feb 1952.
- ★ McLAIN, Roy Wm., Jr., LT (then lieutenant (jg)), USN, serving in Attack Squadron 55 from 3 July to 18 Sept 1950.
- ★ MILLER, Berwyn J., ALC, USN, serving in Air Transport Squadron 21 on 2 Dec 1950.
- ★ MOFFIT, Lloyd Wm., LT, USN, serving in Carrier Air Group 11 from 10 Oct 1950 to 15 Jan 1951.
- ★ MONTAGUE, Lloyd L., ENS, USN, serving in Attack Squadron 55 from 3 July to 25 Dec 1950.
- ★ MUNCIE, Wendell B., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.
- ★ MURPHY, Joseph M., LCDR, USN, serving in Fighter Squadron 53 from 3 July to 15 Sept 1950.
- ★ NEIDLINGER, Carl C., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.
- ★ O'CONNELL, William R., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 19 Sept 1950.
- ★ O'NEILL, John T. T., CDR, USN, Squadron Commander of Fighter Squadron 113 and strike leader in Air Group 11 from 12 Oct 1950 to 29 Jan 1951.
- ★ O'NEILL, Joseph P., LTJG (then ensign), USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ OVERMAN, Carl J., AD2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ PALMQUIST, John R., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 29 June to 3 Nov 1950.
- ★ PAVELLE, James R., LTJG (then en-

sign), USNR, serving in Attack Squadron 55 from 3 July to 21 Sept 1950.

★ PEDERSEN, Leif A., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ PERKINSON, Robert J., CDR, USN (posthumously), serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

#### Gold star in lieu of third award:

★ HODSON, Norman D., LCDR, USN, CO of Attack Squadron 55 from 30 August to 12 Sept 1950.

★ MANGER, Martin M., Jr., LT (then lieutenant (jg)), USN, serving in Composite Squadron Three from 22 July to 25 Sept 1950.

★ SMITH, Carl E., LT, USN, serving in Fighter Squadron 53 from 4 July to 24 Sept 1950.

#### Gold star in lieu of fourth award:

★ GOODWIN, Glendon, LCDR (then lieutenant), USN, serving in Composite Squadron Three from 4 July to 21 Sept 1950.



"For heroic or meritorious achievement or service during military operations..."

★ DUNN, Charles E., SN, USN, serving in *uss Saint Paul* (CA 73) on 21 Apr 1952. Combat "V" authorized.

★ FAGEN, Darrel F., GMC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ FARWELL, Arthur F., Jr., CDR, USN, CO of Patrol Squadron Six from 7 July 1950 to 1 Feb 1951.

★ GILMAN, George C., LTJG (then ensign), USNR, boat officer on 15 Sept 1950 and liaison officer from 10 to 24 Dec 1950. Combat "V" authorized.

★ HEFTY, Lawrence R., ADAN, USN (posthumously), serving in Helicopter Squadron Two, Detachment 40 on 2 Apr 1951. Combat "V" authorized.

★ HUSHION, William C., BM3, USN (posthumously), attached to Minesweeping Boat Division One on 25 Mar 1952.

★ KEENER, Tilden M., BMC, USN, CPO in Charge of *uss Kittaton* (YTB 406) from 1 Sept 1950 to 15 Mar 1951. Combat "V" authorized.

★ LAWTON, Ronald C., HM1, USNR, serving in the First Marine Division on 29 Nov 1950. Combat "V" authorized.

★ O'NEAL, Larry E., HM3, USN, attached to the First Marine Division on 9 Dec 1950. Combat "V" authorized.

★ SETZER, Harry A., FC1, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ SUTHERLAND, Carl Wm., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ TENNYSON, Durward J., LT, USN

(posthumously), serving in Air Group 19 from 29 May to 10 Aug 1951. Combat "V" authorized.

★ THIEDE, William L., LT, USN, boat officer of an LCM on 29 Nov 1951. Combat "V" authorized.

★ THOMAS, Russel C., ENC, USN, serving in *uss McCaffery* (DDE 860) on 17 Jan 1951.

★ TOPPEL, Edward, HN, USN, attached to the First Marine Division from 1 September to 5 Dec 1950. Combat "V" authorized.

★ WARD, Sibley L., Jr., CDR, USN, CO of *uss Herbert J. Thomas* (DDR 833) from 9 September to 19 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ WARNER, Charles A., ENFN, USN, serving in *uss Partridge* (AMS 31) on 2 Feb 1951.

★ WATSON, John, RDC, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ WILHELM, Ralph V., CDR, USN, serving on the staff of Commander Naval Forces, Far East from 5 July 1950 to 6 Oct 1951.

★ WITHERELL, James N., CDR, SC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ WOLF, Stanley I., LTJG, MC, USNR, serving with a Marine Infantry Battalion from 21 September to 5 Oct 1950.

★ ZAFFINO, Joseph, AGC, USN, serving on the staff of Commander Seventh Fleet from 26 June 1950 to 28 Mar 1951. Combat "V" authorized.

#### Gold star in lieu of second award:

★ AKERS, Charles O., CDR, USN, CO of *uss Ozbourn* (DD 846) from 7 Sept 1950 to 26 Mar 1951.

★ BOLLHEIMER, Joseph C., CHMACH, USN, serving in *uss Bataan* (CVL 29) from 15 Dec 1950 to 15 Apr 1951.

★ BOWMAN, Merle F., CAPT (then commander), USN, CO of *uss Borie* (DD 704) from 13 Oct 1950 to 19 Apr 1951.

★ BRAY, James F., Jr., HMC, USN, serving with a Marine Technical Air Control Squadron from 4 August to 13 Dec 1950.

★ CALDWELL, Sam J., Jr., CDR, USN, CO of *uss Frank Knox* (DDR 742) from 2 Aug 1950 to 28 Mar 1951.

★ CASSEL, Charles M., Jr., CDR, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

★ DYSON, Howell J., CAPT, USN, Commander Fleet Air Wing Six, 8 Nov 1950, to 10 Apr 1951.

★ FAIN, Charles Wm., Jr., LT (then lieutenant (jg)), DC, USN, attached to the First Marine Division from 15 September to 8 Oct 1950.

★ FERRELL, George R., LT, USN, serving in *uss Paricutin* (AE 18), 16 Sept 1950, to 28 Feb 1951.

★ FLEISCHAKER, Robert J., LT, MC, USN, attached to the First Marine Division from 15 September to 15 Dec 1950.

★ GARRETT, Joshua H., LCDR, USN,

serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 6 Jan 1951.

★ HAMLIN, Harold S., Jr., CDR, USN, CO of *uss William R. Rush* (DD 714), 5 February to 15 June 1951.

★ HARMON, Leonard E., CDR, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

★ HINMAN, Charles R., LT, USN, attached to *uss Chevalier* (DDR 805), 13 Aug 1950.

★ LANG, William B., EM2, USN, attached to *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

★ LESSENDEN, Chester M., Jr., LCDR, MC, USN, Regimental surgeon of the Fifth Marines from 21 August to 30 Sept 1950.

★ MCCALLUM, James L.P., CDR, USN, CO of *uss Norris* (DDE 859), 17 Nov 1950, to 5 Feb 1951.

★ MINTER, Charles S., Jr., CDR, USN, CO of Patrol Squadron 28 from 1 April to 15 Sept 1951.

★ SHARP, Ulysses S. G., Jr., CAPT, USN, Commander Destroyer Squadron Five from 4 Nov to 23 Dec 1950.

★ SHEFFIELD, Fletcher L., Jr., CDR, USN, CO of *uss Brush* (DD 745) from June to Sept 1950.

★ STONE, Lester J., CDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

★ WANLESS, Robert H., CDR, USN, CO of *uss Samuel N. Moore* (DD 747) from June to September 1950 and from October 1950 to January 1951.

★ WARD, Sibley L., Jr., CDR, USN, CO of *uss Herbert J. Thomas* (DDR 833) from 4 to 7 Sept 1950, and from October 1950 to January 1951.

★ WEATHERWAX, John C., CDR, USN, CO of *uss McKean* (DD 784) from 28 Oct 1950 to 26 Mar 1951.

★ WOODYARD, Edward L., CAPT, USN, CO of *uss Rochester* (CA 124) from 13 to 15 Sept 1950. Combat "V" authorized.

★ WRIGHT, George C., CAPT, USN, CO of *uss Missouri* (BB 63), 2 to 28 Mar 1951.

★ ZOELLER, Raphael A., CDR, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

#### Gold star in lieu of third award:

★ HAINES, Preston B., Jr., CDR, USN, CO of *uss Maddox* (DD 731) from June to September 1950 and from November 1950 to January 1951.

★ HALE, Fletcher, Jr., CDR, USN, CO of *uss Arnold J. Isbell* (DD 869) and Commander Task Element 95.28 from 16 to 30 May and from 13 to 27 June 1951.

★ KOHR, George L., CAPT, USN, Chief of Staff for Commander Carrier Division 15 from 17 January to 1 Aug 1951.

#### Gold star in lieu of fourth award:

★ McDOWELL, Ellis H., CDR, USN, CO of *uss McCaffery* (DDE 860), 10 July 1950, to 5 Feb 1951.



# BOOKS: NEW YEAR BRINGS YOU LOTS OF GOOD BOOKS

Biographies, autobiographies and just plain, ol' fiction are finding their way to the shelves of ship and shore libraries after careful selection by the BuPers library staff. Here are reviews of some of them:

- *The Wonderful Country*, by Tom Lea; Little, Brown and Company.

The author of *The Brave Bulls* has written an interesting adventure story about life in Texas—when Rangers and Mexicans combined efforts to fight Apache Indians, when bloodshed and insurrections were the order of the day.

Martin Brady is the central character. While still a youngster, he shot his father's killer and swam the Rio to Mexico. There he remained for some 14 years, eventually becoming a trouble-shooting *pistolero* for the Castro family.

Brady wanted to cross the river again and try life in the States. He was tired of Mexican life. He wanted to rid himself of the Castro's yoke. But he wasn't sure whether he'd be welcome.

Woven into Brady's life are the lives of the Castros—one a general and one who was to become governor of a Mexican province; John Rucker, captain of Texas Rangers, who offered Brady a job; Rascon, the killer; Ludwig Sterner, the boy from Prussia; and Brady's magnificent black stallion, Lagrimas (Tears).

Tom Lea was born—and still lives—in the middle of the territory he

writes about. This lends an added air of authenticity to his well-written novel. He has a knack for good character delineation, a flair for writing sound dialogue. The novel is full of action and intrigue. You'll enjoy it.

- *Give Us This Day*, by Richard V. Grace; Longmans, Green and Company.

Here's a World War II novel that's got a different twist.

It's the story of Captain Barry Lynn, USAAF. Lynn, a combat hero, with 30 missions under his belt refuses a tour of Stateside duty after his girl breaks their engagement.

On an important flight, he disobeys the orders of his superiors and breaks formation, taking his group on a low-level mission to provide ground support under top secret orders from an Army colonel. The venture cost many planes and even more lives. Lynn is court-martialed. Figuring prominently in the case is Lynn's broken engagement with a Senator's daughter. The "sealed orders" are missing. Lynn can't remember the colonel who gave him the orders. The testimony of his best friend, a newspaper correspondent, did no good. Lynn is convicted and sentenced to be "hanged by the neck until dead."

After the conviction, the correspondent, the trial judge advocate, Pam, the British girl, and Jeanne, the American girl, pool their efforts in an attempt to locate the unnamed colonel. All leads fizzle out. Efforts to have the death sentence commuted fail. The situation grows more hopeless as the time of the execution draws near.

You'll have to read quite a few suspense-filled pages to find out just what happened to Barry Lynn. And you'll find it hard to put the book down until you do!

- *Double Trouble*, by Charles and Eugene Jones with Dale Kramer; Little, Brown and Company.

This is the autobiography of the Jones twins, youthful and talented photographers from Washington.

It describes their teen-age efforts to break into the news photography business, their many scrapes with the police and private citizens, their

unique liaison with the fire department, and the long hours they put into learning their trade and winning their success.

During World War II, the twins served with the Marines as combat photographers. They covered Iwo Jima and other battles. As civilian photographers, they did a stint during the Korean war. And they got into various predicaments as they toured Europe.

The Jones boys have "graduated" from the world of Speed-Graphic stills and are now using motion picture cameras.

Many of their early photos are used to illustrate the volume.

The book is written in a very breezy, light-handed manner. It's got lots of amusing paragraphs and a few meaty ones, too. You'll probably like it.

- *Narrative of the Expedition of an American Squadron to the China Seas and Japan*, by Commodore Matthew C. Perry, USN, edited by Sidney Wallach; Coward-McCann, Inc.

This is a revised edition of Perry's work, re-issued to commemorate the opening of Japan to the western world.

Perry was sent by President Fillmore to negotiate a treaty of commerce with Japan. In this manner, a naval squadron became instrumental in establishing diplomatic relations between two countries widely separated in terms of miles and tradition.

The narrative is an excellent piece of journalistic observation. Edited and annotated for the reader of today, it becomes an important part of our literature.




HORSE AND RIDER accurately depict the mood of *The Wonderful Country* with illustrations by author Tom Lea.



COMMODORE PERRY meets the Imperial Commissioners at Yokohama. — from *COMO Perry's Narrative*.



# TRANSPORTS IN WORLD WAR ONE



Constantly alert for the threatening black tip of a periscope which would mean another German U-boat on the prowl, the courageous men of the Cruiser and Transport Force succeeded in carrying the khaki-clad American Expeditionary Force to France.

*In April 1917, when the U. S. entered World War I against Germany, things did not look good for the Allies. The Western Front was ablaze. France was on the verge of collapse. Great Britain was fighting tooth and nail to lick the German U-Boats which had succeeded in sinking as much as 800,000 tons of her vital shipping in a single month.*

*With our entry in the war, the United States prepared to send an American army to Europe — on the ships of the American Navy and merchant marine. This action was to prove itself one of the decisive factors in the Allies' winning the war.*

*Thus it was that the U. S. Navy suddenly was faced with the problem of getting hundreds of thousands of men — and their equipment — across miles of threatening ocean to the fighting front. The answer turned out to be the "Cruiser and Transport Force", the subject of the following account.*

*On November 11, 1918, when the armistice was finally signed, this Force had grown to 24 cruisers and 42 transports manned by 3000 officers and 42,000 enlisted men. This was not counting the 453 cargo ships manned*

*by U. S. Navy crews which hauled supplies to Europe.*

*Service in the Transport Force was not without hazard. Fully half the casualties suffered by the U. S. Navy were to men of the deep-draft transports. Enemy guns and torpedoes weren't the only menace either. Danger from fire and internal damage was enhanced by occasional saboteurs. Constant maneuvering without lights increased the likelihood of collision.*

*Vice Admiral Albert Gleaves, USN, the U. S. Commander of convoy operations in the Atlantic during the war, tells the story of the development of the Cruiser and Transport Force and how the Navy protected the relatively slow transports. He also graphically relates how constant drilling in anti-submarine techniques payed dividends — as it did in the case of the torpedoing of a ship like the transport Mount Vernon.*

*This supplement is excerpted and freely arranged from A History of the Transport Service by Vice Admiral Albert Gleaves, USN, published by George H. Doran Company in 1921. The author here picks up the narrative immediately after the U. S. declaration of war upon Germany.*





**LOOKOUT**, standing high in vessel's crow's nest, was the first defense against the German U-boats.

It was soon evident that the way was now open to send hundreds of thousands of men to fight in France. The Transport Force grew apace. All available American ships were requisitioned, and, in addition, the War Department arranged with foreign governments for as many ships as could be spared to lend us a hand in getting the soldiers across; England, of course, furnished by far the greatest number, Italy a few, France a few, and Brazil one. We secured three Dutch ships also. To protect these vessels in their ocean voyage, all of the United States cruisers were employed, reenforced by a division of French cruisers, commanded by Rear Admiral Grout. Of the latter, the *Dupetit-Thouars*, commanded by Capitaine de Fregate Papue, was torpedoed and sunk while engaged in escorting one of our merchant convoys.

During the first six months of 1918 the Transport Force increased rapidly in numbers. The speed of operation also continued to improve as the machinery defects were overcome, the coaling difficulties solved, and the organization standardized and consolidated. The delays at the ports of debarkation, St. Nazaire and Brest, were

materially reduced as the Army obtained additional labor and equipment for receiving the transports' troops and cargoes.

In January four convoys, averaging three transports to a convoy, were dispatched with 25,662 troops. In February three convoys averaging five ships each were dispatched, carrying 39,977 troops.

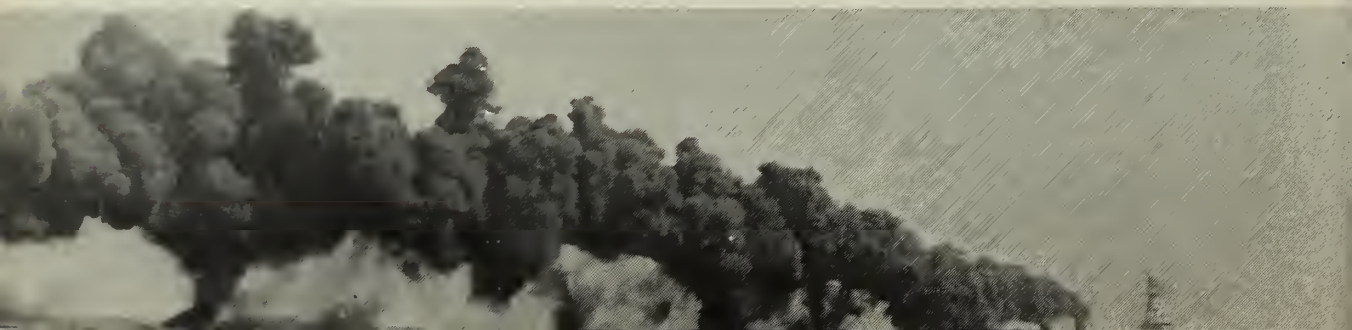
The plans made for the increase of troop movement in 1918 developed the necessity for another outlet than New York, in order to reduce port congestion, to improve railroad transportation ashore and to increase facilities for coaling and repairing. Newport News, Va., was agreed upon by the War and Navy Departments as an additional port of embarkation and sufficient ships were assigned to that port to provide for the carrying of 40,000 troops per month from Newport News to France.

The procedure for the convoys was as follows: The troopships were sent over in groups, and these groups, as a rule, were composed of not less than four, or more than twelve ships. Altogether 88 groups sailed from the United States from June 14, 1917, to December 2, 1918. Each group usually started in two sections, sailing simultaneously, one from Hampton Roads, and one from New York, and joining up at a prearranged rendezvous off the coast. They were accompanied to the hundred-fathom curve by a cruiser, destroyers, chasers, submarines and aircraft. Then the light craft returned to port and the cruiser continued on to a certain meridian where the convoy was met by the European destroyers and taken through the danger zone. The voyage from the United States to France averaged twelve days, except for the fastest ships. The *Leviathan*, *Northern Pacific*, and *Great Northern* usually sailed together and without escort to the overseas rendezvous, their high speed being their best protection.

As the need for rapid transatlantic troop transportation became more pressing, every effort was made to increase the troop-carrying capacity of the individual vessels to the maximum that was considered safe. Careful calculation of all available space was made and additional bunks installed. The increase was made during the time of lay-over in American ports and in no cases was the sailing of a transport delayed by this work.

The great German drive in March 1918, produced an urgent and imperative call for more troops. Notwithstanding the fact that the American ships were carrying many more troops per ton than the foreign ships, an increase of 40 per cent to 50 per cent was obtained in some of the larger ships by the "turn in and out" method; that is to say, the extra men carried took turns with others in sleeping in the bunks. In other words, the bunks were always occupied. This was carried out only in the fastest ships, where the discomfort lasted for the shortest time, and the high speed of the ship rendered them fairly im-

**SMOKE SCREENS**—made by escorting destroyers, smoke boxes tossed overboard, smoke funnels—hide convoys.



mune from torpedo attack. The troop capacity of the *Leviathan* was thus increased 100 per cent from 7,000 to 14,000.

Until May 1918, almost all of our troops were embarked in our own Naval transports; but after that date the call for more men became so urgent that the great British liners were called in to assist. All hands had to pull together to defeat the German armies which were overrunning France. It was a case of the Allies' domination or downfall. As many of the British ships had been taking over Canadian troops, they were ready to receive and transport our soldiers. From first to last 196 British vessels were employed in this work.

On July 1st, a year after the operation began, the total number of troops in France and embarked for France, as 1,029,005; of these 456,854 had been sent over in British ships; 524,457 in American ships, 18,476 in French and Italian ships, and 29,218 in Italian ships leased by the British government.

From July 1918, until the signing of the Armistice, the troops crossed at the rate of nearly 10,000 per day.

The actual operation of our transports continued to increase in efficiency up to the signing of the Armistice. Additional destroyers having been sent abroad for escort duty, it became possible to sail medium speed (13 to 14 knots) troop transport convoys from New York at 7-day intervals.

\* \* \*

In safeguarding the troopships, the escorting mosquito craft of air and sea — I also have in mind those who laid the North Sea mine barrages — all did wonderful work; but we did not have nearly enough of either destroyers or airplanes to answer adequately the wartime demand. Consequently, the ships of the force I commanded were frequently thrown on their own resources, and as all hands knew that they were on the receiving end of the enemy torpedoes, considerable interest was taken in developing ship defense to the utmost.

• *Lookouts* — The first defense against the U-boat was the lookout. Never has there been so clearly proved the everlasting truth that "Eternal vigilance is the price of safety." The old sea phrase of the essentials of safety, the three "L's" — Log, Lead, and Lookout — were all concentrated in one great big "L" during the war.

Time is everything in a torpedo attack, and the gain of a few seconds in sighting, reporting and putting the helm over may mean saving hundreds of lives.

• *Speed* — Of all kinds of protection within the ship against submarine attack, high speed was probably the most effective. A submarine under water has only a moderate speed and must use good judgment and also be attended by good luck to attack successfully a vessel traveling two or three times faster.

High speed also enables a quick maneuver. A ship moving rapidly answers her helm more promptly than one going slowly, and therefore can be turned with greater ease to avoid a submarine or the path of a fired torpedo, revealed by its wake.

Every endeavor was made to assure all transports' making their maximum speed while passing through the danger zone. This called for care in organizing convoys, as the speed of the convoy is the speed of the slowest ship.

• *Zigzag Tactics* — Zigzag tactics were introduced by the English. At sea it is a simple problem to observe, and then estimate the course and speed of a ship if both remain steady — otherwise not.



AIRSHIP escorts ships into Brest Harbor, 1918. Such use presaged expanded airship work in WW II.

Various methods of zigzagging, that is, making radical changes of course at irregular intervals, were used in the Cruiser and Transport Force. As all ships had to turn together, each separate method was numbered, and the convoy commander had only to signal the number, and then change the plan from time to time further to puzzle the submarine.

Each transport carried a zigzag clock carefully set to Greenwich time and placed in a specially screened box in front of the helmsman. This was to assure that all ships put their rudders over simultaneously, on the dot, in order to minimize the danger of collision.

If it had been the practice to follow only one zig zag plan, a submarine might follow in the wake of a ship, note and record each change of course, and then act accordingly — also spreading the news to other submarines.

• *Tactics to Destroy* — Tactics to destroy, to harass, to make the submarine the hunted one as well as the hunter, were useful, both to lessen the enemy's numerical strength and also to damage his morale. All vessels in the Cruiser and Transport Force carried guns and depth bombs, and were on the alert to use ramming tactics whenever opportunity offered.

Then there is the non-ricochet type of shell developed to dive and follow an underwater trajectory and explode against the submerged U-boat.

Submarines are vulnerable, and as a general rule, they did not like to take chances on being hit by gunfire. The policy of arming merchantmen, together with the convoy system, upset the plans of the larger type of U-boat cruisers, because they had no opportunity to attack on the surface, except in the face of an effective gunfire, while their large size made them unhandy in making submerged attack.

Torpedoes, moreover, were expensive and could not be carried in large numbers. On the whole, it may be concluded that the gun was an important factor in defeating the submarine.

• *Depth Bombs* — Depth bombs, variously known as depth charges or water bombs, were dropped over the stern of a ship, or thrown in pairs, simultaneously to a distance on either side of the vessel, by means of a "Y" gun.

These bombs were fitted with a hydrostatic valve,



## TRANSPORTS IN WORLD WAR ONE

operated by the weight of water, so that the charge — 300 to 600 pounds of TNT — exploded at a certain depth. If not near enough to blow in the U-boat's sides, or to disarrange the delicate internal machinery and fittings, at least it damaged the morale of the crew.

- *Smoke Screens* — Smoke screens to hide the convoy were sometimes made by escorting destroyers, or by smoke boxes thrown overboard, or by smoke funnels mounted on the stern filled with a phosphorous compound which emitted a dense black smoke.

- *Camouflage* — Wide use was made of camouflage painting of hulls and exterior fittings of all types of ships, to confuse the enemy in estimating the course, speed and size of his quarry.

For a long time, it was generally thought that camouflage acted like the invisible cloak of the knight in the fairy tale, which of course it didn't.

There were various styles of camouflage just as there were different kinds of zigzags. Some camouflaging was so effective that the course of the ship was disguised as much as 90 degrees. Once an officer of the deck reported that a ship had been sighted heading directly across his bow, when as a matter of fact she was going in the same direction.

- *Radio* — All transports and their escorts were required to confine to a minimum the use of the radio telegraph. A receiving vessel can judge the approximate distance of the transmitting vessel by the strength of the sound. The Germans had also developed their radio direction finders to a high degree of efficiency, so we simply cut out using the radio, except in cases of extreme urgency.

- *Darkening Ship* — One of the most important measures of protection was the complete darkening of the ships at night. All ports and openings through which light might show outside were carefully sealed.

It was with the greatest difficulty that ships were taught that to darken ship was to make them as black as starless night. On the first expedition the strictest orders were enforced from the beginning. Each ship had to report to the flagship every morning what lights she had seen on other ships during the night.

It was not an easy task to make thousands of men who had never seen a ship before, realize they could neither smoke after sundown or even carry matches. It is a fact that the light of a cigarette may be seen for a half mile, an ample radius for exact submarine torpedo practice, hence the importance of absolute darkness.

- *Water-Tight Integrity* — Water-tight integrity was another point which received careful attention. At all times at sea, water-tight doors were kept closed in order to retain buoyancy in the event of being torpedoed. Water-tight bulk-heads were carefully inspected, and other measures, too numerous to mention, were adopted to guard against the flow of water from an injured compartment into another part of the ship.

I have often thought with satisfaction of the doctrine Captain D. E. Dismukes enforced in the *Mount Vernon*. "Men, remember that one torpedo cannot sink your ship, but keep your water-tight doors shut." The epigram suggests the older one, "Trust in God, but keep your powder dry." When the day arrived for the *Mount Vernon*, although badly damaged, she got into port. Her men said, "Of course we are all right, only one torpedo hit us."

The *Mount Vernon* was formerly the large German passenger steamer *Kronprinzessin Cecile*, gross tonnage 19,503. This ship will be recalled as the "Gold Ship," which in the summer of 1914, just before the outbreak of the war, sailed from the United States for Germany with a large consignment of gold. While at sea she received notification of Great Britain's war declaration and, being beset with British cruisers, she turned back, effecting her escape by taking advantage of a fog to slip into the small port of Bar Harbor, Maine, where she was interned. Later she was removed under United States Naval Guard to Boston, and upon our entry into the war was fitted out as an American transport.

On the morning of September 5, 1918, the *Mount Vernon*, Captain D. E. Dismukes, U. S. Navy, in convoy with the *Agamemnon*, accompanied by an escort of six destroyers was about 250 miles from the coast of France proceeding homeward-bound from Brest at a speed of 18 knots. The weather was fine, the sea smooth and all ships were zigzagging. Suddenly a periscope popped up about 30 degrees on the starboard bow of the *Mount Vernon*, between the two transports, and about 600 yards distant.

Seaman E. B. Briggs, on watch at the *Mount Vernon's* starboard bow gun, immediately opened fire. At about the same time Chief Quartermaster A. W. G. Hines sighted from the bridge the wake of a torpedo coming straight at the ship. The Officer of the Deck, Lieutenant George W. Milliken, U. S. N. R. F., (U. S. Naval Reserve Force) ordered hard right rudder, rang emergency speed, blew the whistle to indicate change of course and sounded the collision call. The vessel had just started to swing when the torpedo struck amidships, exploding with terrific force and throwing a huge column of water high into the air.

The torpedo hit fairly on a bulkhead separating two boiler rooms, and had blown open a hole 19 feet in diameter, large enough for a Fifth Avenue bus to drive through. This resulted in rapidly flooding the middle portion of the ship from side to side, for a length of 150 feet.

The immediate problem was to avoid a second torpedo. To do this two things were necessary; first to keep the enemy below the surface and confuse him by attack with depth bombs and guns; second, to make more speed than he could make submerged and so prevent his trailing and attacking again after nightfall.

The depth-charge crew consisting of Gunners Mates Lutomski, Nielson and Duffy, who had been thrown down by the explosion, jumped to their feet, and under the direction of Lieutenant Myers, U. S. Navy, proceeded to drop a barrage of five charges, which exploded at regular intervals about 200 feet apart and 150 feet below the surface of the water. This was a neat piece of work, the evolution being performed exactly in accordance with existing orders.

The gunnery officer, Lieutenant Commander Doyle, U. S. Navy, had devoted much attention in preparing for just such an emergency as this, and it may well be that the depth bomb launching device, designed and installed by him, together with his well-drilled crew, saved the ship. At any rate, the effect was to make the submarine realize that the attack was being promptly and effectively met, and that his only chance of safety lay in immediate submergence.

The next step was to beat the U-boat in the matter of speed, and it would be impossible to give too much

credit to the men below, who accomplished this by sticking to their posts in engine and fire rooms.

These men were put to a severe test. The terrific explosion was followed by instant darkness. There they were, with certain knowledge that they were far below the water level, enclosed practically in a trap, with only a long, narrow passage leading to the open air above, and the ship in imminent danger of sinking. The sound of hissing steam gave warning of the added threat of exploding boilers. It is to the everlasting honor of our Navy that not one man wavered in standing by his post of duty.

Due to the explosion, one-half of the boilers in the ship were instantly put out of commission, and the feed line in use as well as systems of communications to the engine room and lighting circuits were destroyed. Under the direction of the chief water tenders, firemen and coal passers coolly and promptly went about their urgent business. By means of holding burning coal in shovels up to the gauges it was discovered that the water in all the boilers had disappeared below the glass, thus indicating that the feed line had been cut. Quick action was necessary to avoid boiler explosion. All hands turned to and succeeded in quickly shutting off the damaged feed line, starting the emergency feed pumps in the fire rooms, and pumping salt water from the sea into the boilers.

The 150-foot amidship flooded section was between the engine room and the forward boilers, and the flanking athwartship water-tight bulkheads held. Fortunately, steam pipes leading from the undamaged boilers through this stretch of water to the engines remained intact.

Lieutenant Commander P. A. Guttormsen, U.S.N.R.F., Chief Engineer, took command in the engine room. Although the main engines were for a while slowed down to the extreme slow speed limit, they were never stopped; within 20 minutes steam pressure was being again built up, and within two hours the ship was making the remarkable speed of 15 knots, which she maintained back to Brest.

In the meanwhile, the electrical gang under the direction of Lieutenant C. A. Kohls, U. S. Navy, was engaged in running electric feed lines down the fire room hatches, and in less than a half hour this auxiliary lighting system was in operation and an improvised telephone system had been rigged for communication between the engine room and forward fire rooms.

Commander Adolphus Staton, U. S. Navy, the executive officer, who had built up and perfected the organization, took charge of all dispositions below deck. The repair parties of carpenters and ship fitters under Lieutenant Almon, U. S. Navy, the construction officer of the ship, proceeded to reenforce with shores the athwartship bulkheads flanking the flooded compartments.

While this was going on, Chief Boatswain Louis Placet, U. S. Navy, and his gang were at work on the forecandle getting ready to place the collision mat.

All naval vessels are supplied with what is known as a collision mat and gear for handling it. This large heavily lined canvas mat is designed and rigged so that it can be hauled down the outside skin of the ship to any hole which may have been made below the water line by collision, shell fire, torpedo, or other cause, thus covering it as you would place a piece of sticking plaster over a cut.

In order to pull the collision mat down the side of the ship into position, it is necessary to pass what is called the dip rope over the bow, the bight under the bottom of the

ship, leading the ends, one on either side, aft to abreast the location of the damage, so that by hauling on one side the mat attached to the other end of the line can be pulled down under the water. Two other lines, a forward guy attached to the forward corner of the mat, and the after guy to the after corner, are so led that the mat can be stretched tight and hauled forward or aft into position as may be necessary.

After the torpedoing of the *Mount Vernon*, in passing the dip rope aft, it fouled the starboard anchor. In order to clear it, Chief Boatswain Mate Lyons promptly went over the side on a bowline at considerable risk to himself. The presence of mind and cool daring shown by this man is typical of the American sailor, whose collective seamanship has been responsible for saving so many lives in this war.

Of course, in the case of such a large hole as the one made in the *Mount Vernon*, a collision mat would be of no use; but the size of this hole was not known at the time, and the Boatswain's gang went ahead to rig their collision mat exactly as if at drill. As has been explained, however, in this case the ship was able to stay afloat and proceed without stopping the hole and pumping out.

Under the direction of the Senior Medical Officer, Lieutenant Commander E. E. Curtis, M. C., U. S. Navy, the 153 wounded soldiers on board, most of them helpless cripples, were stowed in their assigned boats, with life belts on and bedding and blankets furnished, in readiness to abandon ship if this became necessary. The burned and injured men from the fire rooms were received in the sick bay and given care and attention. So great was the desire of these men to do their utmost that it was necessary for the doctors to hold some of them to keep them from returning to the fire rooms to assist their shipmates.

Thirty-five men were killed by the explosion, the bodies being recovered two days later after the ship had been put in drydock at Brest. One man died of burns a few hours after the explosion and another several days later, in the hospital at Brest, making a loss of thirty-seven, all of the Navy, out of a total of 1450 on board, including 350 army passengers, 100 of whom were sick or wounded. Eleven others who were seriously injured recovered.

The *Mount Vernon* reached Brest two hours and thirty minutes after midnight September 6th, where she was docked for temporary repairs. On October 28th she arrived in Boston for complete repairs, after which she was restored to service as a troop carrier, sailing on the 23rd of February.

\* \* \*

On November 11, 1918, the Armistice was signed and the war activities of the Transport Force were ended. Up to the signing of the Armistice a total of 2,079,880 men of the A.E.F. had been transported in 1142 sailings.

**CAMOUFLAGE** painting of hulls and exterior fittings of all types of ships was used extensively in war.



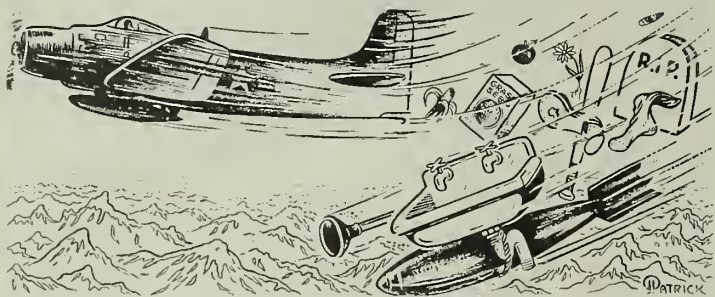


# TAFFRAIL TALK

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

**T**ALES OF NORTH KOREA . . . Then there was Lieutenant (junior grade) Carl Austin, USN, who dropped everything he had on a Red target, including "the kitchen sink." The flier had managed to get a real-live kitchen sink, had attached it to a 1000-lb. bomb



slung to his AD *Skyraider*. The loaded sink "sank" the target out of sight.

Department of Vital Statistics—The battleship *Iowa*, while serving in the Far Eastern waters last summer, netted \$17,000 for the ship's recreation fund from the sale of soft drinks alone. . . . And crewmen of *uss Missouri* (BB 63) drank no less than 158,000 gallons of coffee between July 1950 and July 1951, a lot of jamoke any way you look at it.

★ ★ ★

Crewmen of the Navy destroyer tender *uss Hamul* (AD 20) were so impressed with the hospitality of Japanese citizens of the city of Nagoya, they donated \$300 for the beautification of the city's parks.

★ ★ ★

Crewmen of *uss Diamond Head* (AE 19) aren't noising it around but the ship had a couple of "deck apes" on board during her last trip from the Mediterranean back to the States.

Actually, the apes were two of the famous Gibraltar apes, the first ever to be taken from Britain's island fortress to America, and they were being brought back to be put in the Washington, D.C., zoo. The animals were presented to the U.S. by the British base commander.

It seems that The Rock for the first time is over-strength in apes (technically they are not apes at all but a species of monkey, the "macaque"). In the past, the powerful, tailless beasts have not been plentiful, in fact they sometimes even had to be imported to bring the animal population "up to strength."

The British have considered a healthy ape population a good omen ever since the time the animals put up such a noisy warning at the approach of the Spanish Fleet that the British were able to drive back the invaders.

To show their high regard for the animals, the island garrison since that time has carried the mammals by individual name on official military rosters and has given them regular rations, which are doled out with due ceremony at meal time by a sergeant entitled "Keeper of the Apes."

*The All Hands Staff*

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Ships in ice-bound waters undergo rough treatment at hands of 'Mother Nature.' Here, damage controlman repairs minor damage incurred after ship came into heavy contact with ice. ➡





# Fellowship in Faith



...shipmates share  
in work and prayer ...

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SOCIAL SCIENCES ROOM



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

259, 05  
A416  
FEBRUARY 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1953

Navpers-O

NUMBER 432

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN  
Assistant Chief for Morale Services

Editor: LCDR C. J. Nash, USN

## TABLE OF CONTENTS

	Page
Navy Ships Talk in Several Languages.....	2
TV Passes the Word.....	7
The Word .....	8
Where Sailors did NOT Want Liberty.....	10
Learning How to Fly Without Wings.....	13
Atomic Sub Crews Start Training.....	14
Servicescopes: News of other Services.....	16
Water Tunnel: A Short Cut to Better Props.....	18
'Women in White' Help Guard Your Health.....	20
Letters to the Editor.....	25
<i>Special Feature</i>	
Rights and Benefits of Retired Navymen.....	30
Today's Navy .....	38
Bulletin Board .....	45
Round-up on Current Sea-Shore	
Roation for Enlisted Men .....	48
Shore Duty Request Procedures in	
Hardship and Humanitarian Cases.....	52
Directives in Brief.....	53
Decorations and Citations.....	55
Book Reviews: Novels and Good Humor.....	58
<i>Book Supplement</i>	
The Navy's Leviathan 1917-1918.....	59
Taffrail Talk .....	64

• FRONT COVER: SUBMARINE docks at Pearl Harbor sub base after completing a day's operations. Photo by David Strickler, J0SN, USN.

• AT LEFT: BOW of USS Iowa looms forward as the battle-wagon maneuvers into position for bombardment of Korean coastal installations. In one month, Iowa fired over 1000 rounds of 16-inch shells at Red targets.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





SIGNALMEN stands by blinker to answer message from vessel in background, during 'flashing light' communication.

## Navy Ships Talk in Several Languages

SOME 150 years ago, when the Navy was a baby and Commodore Edward Preble maneuvered his 15-vessel task force against the North African pirates, much use was made of visual signals. His signals followed a system drawn up by Captain Thomas Truxtun aboard the frigate *Constellation* in 1797.

Truxtun's book listed 10 pennants and eight flags. In night signaling they hung lanterns in the rigging and fired guns for noise. They even used "flashes from the pans of muskets."

In the Navy of today, ships operating off the coasts of Korea and the U.S., in the Mediterranean—wherever Navy ships sail—go through their paces using visual signals. Not only this, but mountains of necessary administrative messages flash through the air day and night.

Ships people standing on the main deck looking up at the signal bridge of today's ships often wonder what it's all about up there—flags flying, semaphore sticks waving, lights blinking. Often they say to the quarter-

masters, "Why not send those messages out by radio? Seems like you're doing it the old fashioned way."

Those who use today's equipment and methods don't think of visual signaling as being old fashioned. What's more, there are a couple of good reasons for the present use of "visual." More about these later.

Visual signaling goes back a long way—far beyond that April night in 1775 when Paul Revere's silent partner rigged lanterns in the belfry of Boston's Old North Church. Two centuries before Christ, Roman soldiers signaled to one another from a distance of several miles. By hanging cylinder-shaped devices and torches on a long rack they could spell out detailed messages. More simple battle orders were given by signaling with shields, spears in various positions and articles of clothing hung on the spear point.

Navywise, the record also goes far back. There are records from 1365 telling of three-masted rowing galleys of the Venetian Fleet—then one of

the world's largest—using signal flags and lighted lanterns. With these, the fleet commander was able to signal simple orders. He could change the formation of ships, tell them to get underway and notify them that the enemy was sighted.

During the 1600s and up till the late 1700s, the picture hadn't changed much. Oared galleys had just gone by the board, being replaced by clumsy looking sailing ships that flew the Dutch, French, English and Spanish flags. Though the navies were new their signals couldn't say much more than was said by the Venetian fleet's signals. But later in the 18th century, and partly because of many a rhubarb in battle, French and English naval theorists began to improve signals. More flags were brought into use. With them came detailed signal books to interpret the hoists.

By 1805, Admiral Nelson was able to send: "England expects every man will do his duty," although it took 11 separate hoists of 28 flags to send this

message. Notwithstanding, all the ships of his fleet received it and in good time.

The late 19th century saw great advances made in visual. Among these was semaphore. This not only meant men waving flag-mounted sticks at one another, but large, mechanically controlled metal arms mounted in pairs high on the ship's mainmast. Being large and rigged high, they gave good range to the sender.

Late in the last century blinking electric lights made an appearance. The first efforts made crude. Used in one foreign navy was a burlap bag device that fitted over the light. The signalman made his dots and dashes by lifting the bag up and down.

Another system of night signaling used electric lights of various colors strung up on the mast. Although it was speedy and accurate, it had two main drawbacks. First, the lights were always burning out at the crucial moment. Second, they lit up the ship like a Christmas tree. The ship advertised her presence for miles around. In short, there was no security.

And this is one of your reasons for visual signaling in the fleet today. When you use radio telephone or radio telegraph you have radio waves which are difficult to control, for they reach out in all directions to tip off the enemy to your position.

"That's war-time stuff," some will reply. "What about peace-time?"

In peacetime, visual methods are widely used simply because they're often more practical for sending messages. To explain this we'll have to explain a little about the two main types of Navy messages.

One type, the tactical messages, are those which keep ships of a formation hustling around. When you see a group of ships performing evolutions such as changing course and speed or swinging into line you can assume that tactical messages are in the air.

The other type is the administrative message. This is more of a "business" type of message. When one CO asks another if he can spare some packing for a main engine bearing or when a CO sends his senior a report on the fuel oil available an administrative message is being sent.

Almost all tactical messages are short and can be handled just as rapidly and accurately by visual as by radio. Similarly, administrative

messages that a shipboard command is likely to originate can also be sent rapidly and accurately. Usually both types are meant for other ships in the vicinity. Why tie up a busy radio circuit which already has its hands full with long-distance traffic?

In the usual method of maneuvering ships by radio you send out a message and hope all the other ships get the *accurate* ungarbled word. Using flaghoist you *know* they've got the word.

Semaphore, flaghoist and flashing light — the Big Three of visual signaling — have another advantage over radio — they're less expensive. The most common semaphore devices are the open hands. Probably the most elaborate are two fluorescent shark-skin cloth flags mounted on two sticks. Flashing light signaling starts with flashlights and works up to the 24-inch, arc-type searchlights carried on the larger capital ships. These big

lights are powerful-beam babies. Even in broad daylight their concentrated rays reach out to ships hull down.

Still another advantage of visual over radio lies in the less complex gear needed. This means less chance of breaking down under stress of weather or battle.

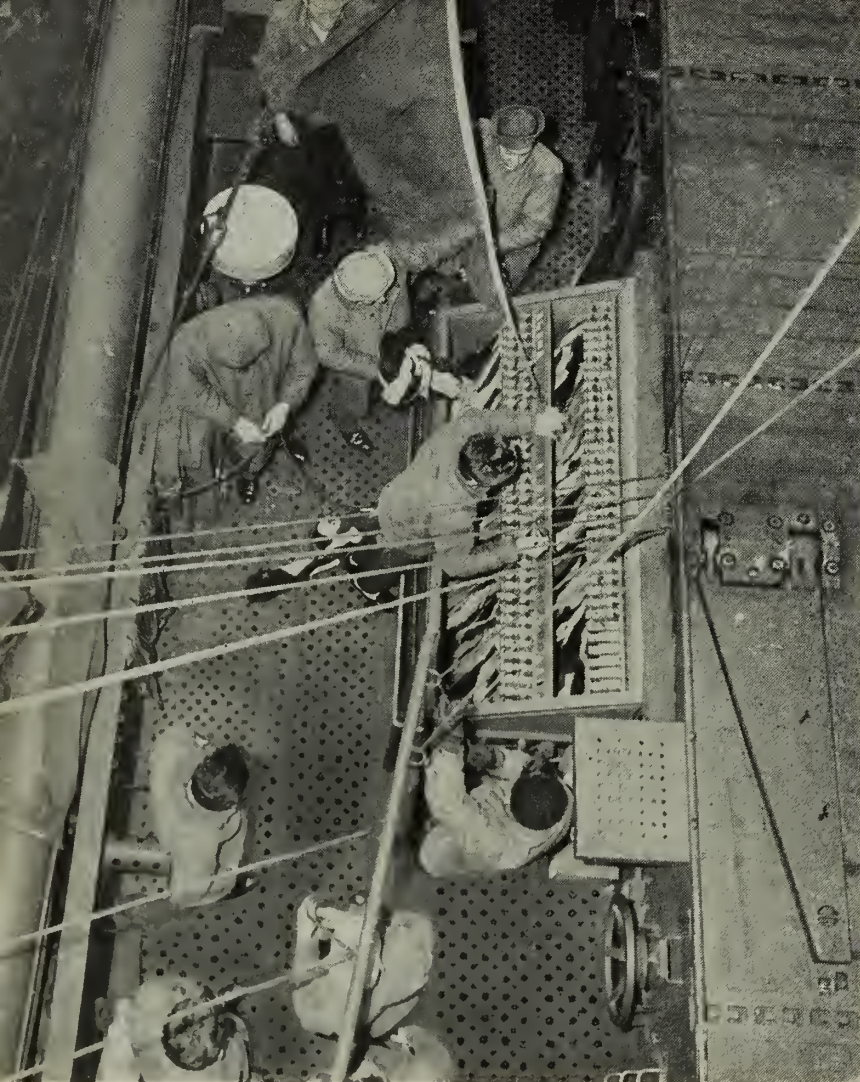
The ranges attainable with today's visual far exceeds the ranges of Preble's day. When the old-timers needed to signal something outside the scope of their limited signal books, the ships had to close in to hailing distance. Today, ships communicate with their large searchlights 10 or 12 miles apart. At night the light's rays can even be bounced off a low cloud, thereby doubling the range.

For closer distances, the standard 12-inch signal searchlight is brought into use by day. And for close-in work, a couple ship lengths or so, semaphore is best. In night work for

ARRAY of code flags called 'hoist' flies from destroyer's mast. Instructions can be given all ships of group at one time during daylight hours.







**WATCH SECTION** tends flag hoist. Other ships in group must duplicate flagship's hoist. When all flags are properly displayed, ships 'execute.'

not-too-distant signals, yardarm blinkers are used. These telegraph-key-controlled blinkers come in handy when a ship has one message to send to several ships.

Many elements of visual signaling have increased in the past 150 years. One of the elements that has become smaller is the size of the signal flags and pennants. Captain Truxtun's "pendants" were 4 by 15 feet; his flags, 9 by 15 feet. Most of Commodore Preble's fleet could almost be used by *Midway* or *Missouri* as motor launches. Yet, these two giants fly pennants four feet shorter and flags nine feet shorter. It wasn't that the old tars had bad eyes and needed large flags. It's just that telescopes were then a rare and costly item.

The scarce item today—to hear the leading POs of just about every signal gang—is signalmen. In fleet operations it's not unusual for one ship to

have two flashing light messages coming in, two being sent out and a flag-hoist exercise being run off all at the same time.

All this activity calls for qualified signalmen—or "operators" as they call themselves. One thing the PO acting as watch supervisor dislikes is having to signal an operator calling from another ship: "Hold up on your message. All my gang is busy."

Let's take a look at the signal gang. At the bottom are the strikers. Some are fresh from the deck force. Work on the bridge is all new to them so they perform only minor tasks. Other strikers are becoming handy with their new trade. Soon they will qualify for petty officer grade.

Next there are the "journeymen" of the signal gang, the qualified POs who handle most of the visual traffic. These are the men who come running when the OOD spots another ship

signaling first. They form the main body of the signal gang.

Above these two groups are the senior POs who act as watch supervisors. These men have the direct responsibility for training the junior men in their rating. When their ship steams in formation the supervisors see that all messages are handled properly. In direct charge of the whole signal gang is the "Chief of the Gang." On larger ships he is almost always a CPO, but on smaller ships a PO1 or PO2 carries this title. The Chief of the Gang works hand-in-glove with the communication officer or signal officer.

The first duty of the striker, along with his joe-pot detail, is recording messages as they come in. The signalman calls out the words and the striker writes them down. As a number of officers from the CO and XO on down have to read his writing on the message blank, it must be legible.

His best bet is Navy speed-writing system. Not shorthand, it's just fast printing. If you've ever seen this writing here's why it looked as it did. All the letters are capitals made with minimum pencil strokes. Other tricks: numeral *one* is underscored to avoid confusion with "I"; numeral *zero* is crossed with diagonal line to avoid confusion with "O". After the art of recording is mastered, semaphore signaling comes next.

Semaphore comes easy to most men. Many a sailor learned it in his mid-teens while a Boy Scout. He also had a taste of it while in "Boots." Extending the arms in various positions forms the 26 letters of the alphabet and various special signs. Some of the signs indicate *attention*, *error*, *front* (word ended, new one coming up) and *numerals* (beginning or ending).

For transmitting plain language messages under average conditions semaphore is the fastest of visual methods. Twenty-five words a minute is considered a good speed. In line with this, there are stories in the fleet about hot-shot signalmen who send semaphore with such speed that they rise off the deck now and then. Their flailing of the air with semaphore sticks resembles a helicopter's blades. Efforts to trace down these men have been fruitless, however, and it appears that there has been a little "stretching of the hawser."

Nevertheless, a fast man doing semaphore does look something like a windmill in a typhoon. On the other



hand, a fast man working a signal searchlight appears to be sending out a steady stream of light. Two good operators will talk to one another by flashing light at 15 to 18 words a minute. That's a lot of dots and dashes being flashed in a hurry. Take the phrase "Sighted sub sank same." It is made of 32 dots and 13 dashes, all perfectly spaced.

Admiral Robley "Fighting Bob" Evans, who took the U. S. Fleet around the world in '07-'09, had a lot to do with the development of the signal searchlight. Another thing he had a hand in developing was the world-famous white hat. He took the idea from a head piece that was in high style among the Chinese mandarins. And many a striker striving to master flashing light still gets the idea that speed artists on other ships are sending Chinese. Once a man learns to read flashing light, however, he doesn't soon forget it. During World War II men who had been out of the Navy for eight or 10 years picked up all they once knew about reading light in a few weeks.

The International Morse flashing light code uses combinations of five dots and dashes for numerals. Each of the 26 alphabet letters is made with a one to four dot-dash combination. "E" is dot, "T" is dash, "H" is four dots.

One of the advantages of visual signaling lies in its security. In this line, there was a system developed during World War II that approached the ultimate in "no-light-leaking" security. This is infra red equipment, formerly called "Nancy" equipment.



**SEMAPHORE** — Sailor goes through time-honored motions of semaphore signaling. Crackerjack signalmen can 'wave out' more than 25 words a minute.

It is still very much in use during darken-ship periods.

If you stand five or 10 feet from the sender you won't see any sign of light with the naked eye. The man in a ship hundreds of yards away looking through his infra red receiver finds it no effort to see the dot-dash flashes. His special receiver, being sensitive to infra red light, catches the normally invisible light flashes. The sender first mounts a special hood over the face of his signal searchlight. This hood not only stops all visible rays, but concentrates the infra red beams as well.

Infra red equipment and florescent

flags are not the limit of versatility in the Navy's signaling equipment. One of the handiest of flashing light devices found today is the multi-purpose light. It is used by seamen and airmen alike. Two main parts form this portable unit: the signal gun and the battery case.

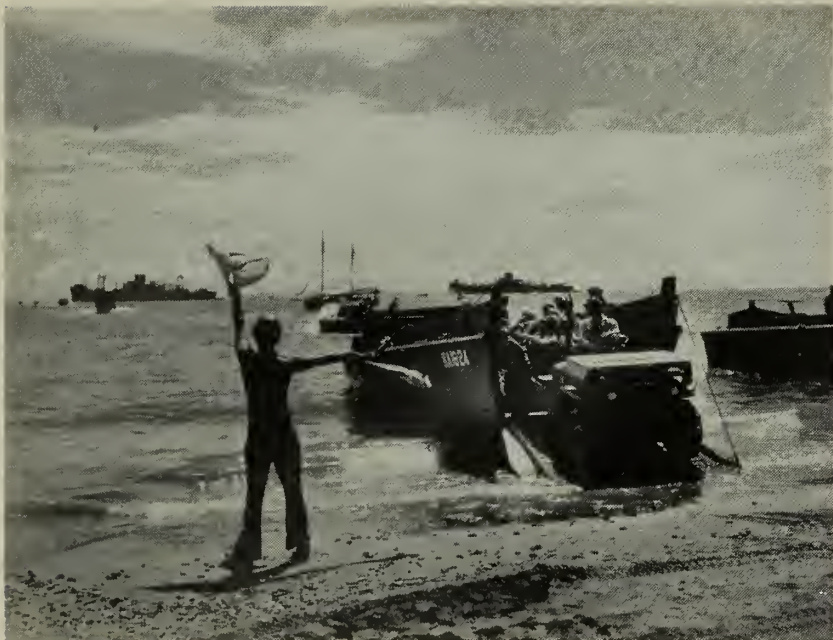
When the pilot of a patrol plane wants to talk to a ship's CO, he tells his radioman to man the multi-purpose light. Then, as the plane circles the ship, the radioman aims the signal gun and sends dots and dashes by means of a trigger mounted on the gun.

Granddaddy and still the most color-



**SEARCHLIGHT** has special hood, filter, viewer for sending 'invisible' light messages. Man (right) holds small viewer.





**SIGNALMAN** on shore directs 'traffic' as jeep emerges from landing barge and runs down ramp onto Guadalcanal beach during W. W. II operation.

ful of the three forms of visual signaling is the flag hoist system. Its operation, however, requires the most men. Other systems get along with fewer.

A man sending by flashing light reads off his written-down message, trains his light on the man receiving and bats it out. His receiver observes him either with the naked eye or through binoculars if the distance is great. The receiver calls out the message to his recorder. Even though the message may be a three-page Alnav containing hundreds of words, only three men are needed. Semaphore also calls for three men who operate much the same as those using flashing light. Sometimes both systems use a fourth man who calls out the message to the sender.

It's possible for three men to handle flag hoist signals, but it would be a slow process. Let's take a look at how it's done by the five-man watch section of, say, a destroyer squadron flagship.

The squadron communications officers calls a signal aft from the pilot house. The watch supervisor acknowledges it and stations his four men.

One man, the best "reader," mans a long glass or the ship's binoculars to check the other ships' flag hoists. They must repeat his ship's hoist flag for flag. A second man faces the flag bag. He will "bend" the various flags

and pennants on the signal halyard. The third man, usually the least experienced, stands by the downhaul part of the signal halyard. He will hoist the flags as they are bent on. The fourth man stands by the signal log, keeping records of signals and times.

As the signaling quartermasters of other ships of the group spot the flagship's flags in the air, they go through much the same motions as on the flagship. When all ships have

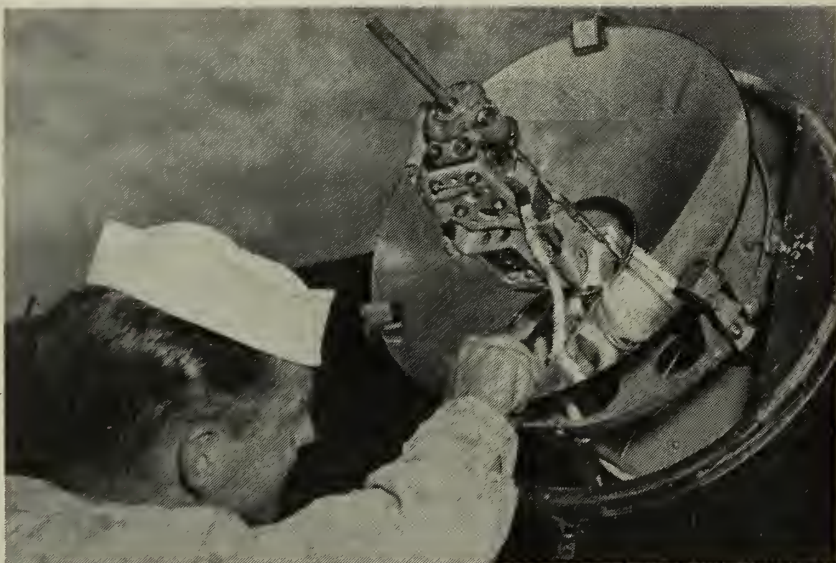
their flags properly displayed and "close up" to the yard, the flagship supervisor informs the communications officer. Then, at the proper instant, the supervisor orders "Execute!" All signals on all the ships come down simultaneously—if there are sharp signal gangs on the other ships.

The list of signals that can be sent by flag hoist is long and varied. A formation of ships can be told to break up and scramble. All hands can be told to air bedding . . . "OODs will not blow tubes during air bedding period." Ships can be put through 10-step evolutions that would confuse a chorus line director by the third step. Just about every conceivable situation that might arise in shipboard or operating force administration and tactical control is in the flaghoist signal book. Abernathy Xavier Dub, SA, USNR, can even be told to set his watch ahead one hour comes midnight.

A look at a few of the signals called for in Truxton's Navy shows the great changes which have taken place since that time. Here are a few examples (each signal was denoted by a numeral):

- 414 . . . Engage the enemy to windward.
- 446 . . . Hold fire till within point-blank shot.
- 6 . . . Board the enemy.
- 187 . . . Mutiny.
- 188 . . . Mutiny quelled and ring-leaders secured.

—W. J. Miller, QMC, USN.



**RAIN SQUALL** catches up with electrician's mate as he repairs searchlight. Signal equipment must be in tiptop shape for fast, accurate communication.



# TV Passes the Word

To keep the public informed of Navy and Marine Corps activities at home and overseas the Navy Unit and the Marine Corps Section of the Armed Forces Public Information Office on the West Coast produce several radio and television programs each week.

Two of the programs originating in Los Angeles are produced, written and narrated by Seaman Don Andrews, USNR, under the supervision of Lieutenant Ben Greenberg, USNR, officer-in-charge of the Radio-Television section for the Navy.

One program, a weekly television feature called "Navy Newsreel," tells the story of some aspect of Navy life through the medium of interviews with officers and men, late news films on Navy events around the world and two special sound films.

The sound films consist of interviews with Los Angeles sailors or Marines serving overseas and an interview with the "Reservist of the Week" — A Naval Reserve resident of Los Angeles who is a member of a local Reserve unit.

The Navymen also produce a radio program called "Pass the Word," a capsule version of the "Navy Newsreel" featuring tape recorded interviews with prominent Navy personalities in the news, combat reports from Korea and hometown interviews.

The Marine Corps Section in Los Angeles produces a weekly network radio program called "The Marine Corps Show."

Master Sergeant Roy Heinicke, USMC, is writer-producer of the show under the supervision of Lieutenant Colonel Merle T. Wetton, USMC, officer-in-charge of the Marine Corps Section. Also under the supervision of this section is "Marines in Review," a musical and documentary radio program originating on tape at the Marine Base at Camp Pendleton, Oceanside, Calif.

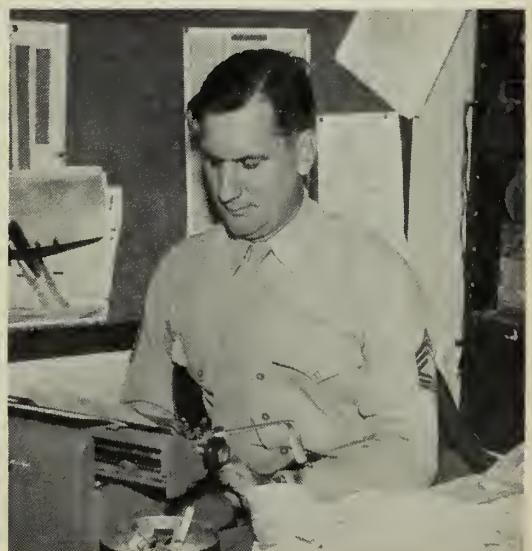
In addition, Navy and Marine Corps personnel of the Armed Forces Public Information Office, Los Angeles, are responsible for the distribution of available documentary motion pictures on the Navy and Marine Corps to television stations in the Los Angeles area. They also fill requests for help from producers of radio and TV programs and film requiring Navy or Marine Corps participation.



DON ANDREWS, SN, USNR and Audrey Verble mail advance information on show. Below: Andrews and LT Ben Greenberg, USNR, time tape recording made in Korea.



SCRIPT for 'Marine Corps Show' is typed by MSgt Roy Heinecke, USMC. Lower left: CAPT George C. Weaver, USN, and A. O. Faircloth, interviewed by Andrews on TV.





# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OVERSEAS I&E KITS** — Ships assigned to or visiting foreign countries may now receive Overseas Information Kits containing materials designed to emphasize the importance of understanding and appreciating the customs and habits of the people in the areas visited.

The program's objective is to provide such information through appropriate media that will help develop "Bluejacket Diplomats" and instill a respect for the traditions, customs, and missions of the allied forces. Each kit contains materials describing the physical, cultural, economic and health conditions of the country or geographic area in which he is serving.

Information and Education officers of ships and overseas stations may order the material appropriate to their own area needs. The kits contain Armed Forces Talks, pocket guides, language guides, phrase books, language records, maps, and pamphlets pertinent to the area.

Overseas Information Kits may be ordered from District Publications and Printing Offices. They are available for the following geographical areas: Western Pacific, Southwest Pacific, Central Pacific, North Pacific, Caribbean, Mediterranean, North Atlantic and Europe.

Also, 16-mm and 35-mm films may be drawn from District Training Aids Sections, Marine Corps Training Aids Libraries, Aviation Film Libraries, Army and Air Force Film Libraries. The motion picture films are not included in the Overseas Information

Kits but may be requisitioned subject to the loan regulations of the issuing agency. Included in the list are films describing the various countries in which naval personnel are serving. Many of the film subjects are general and applicable to conditions in all areas.

• **REGULAR NAVY COMMISSIONS** — Applications for appointments as commissioned officers in the Regular Navy of certain Naval Reserve officers and temporary USN officers will now be considered every six months instead of only once a year.

Eligible male and female officer personnel serving on active duty who meet the qualifications established by BuPers Inst. 1120.12, 5 Dec 1952, may now submit applications through official channels on or after 1 January for the 1 March deadline or on or after 1 July for the 1 September deadline.

Applicants shall have had not more than five years of total commissioned service on 1 July of the calendar year in which application is submitted. Active commissioned service will be computed to 1 March and 1 September and total commissioned service will be computed to 1 July of each calendar year. There is no requirement of total commissioned service for officers of the Nurse Corps Reserve.

This program was inaugurated to augment the commissioned strength of the Regular Navy through the integration of a limited number of young officers who possess "outstanding qualifications and sincere motivation for a naval career."

• **WEST COAST HOUSING** — Word has been received from the naval activities at Port Hueneme and Pt. Mugu, north of Los Angeles, Calif., that housing conditions in the Port Hueneme-Oxnard area for personnel attached to the two stations are still very tight.

Navymen assigned duty at the Naval Air Missile Test Center, Pt. Mugu, or at the Naval Advanced Base Depot, Port Hueneme, are urged to get themselves suitable housing before they send for their dependents to join them.

There is federal housing available in the area but there are long waiting lists for units.

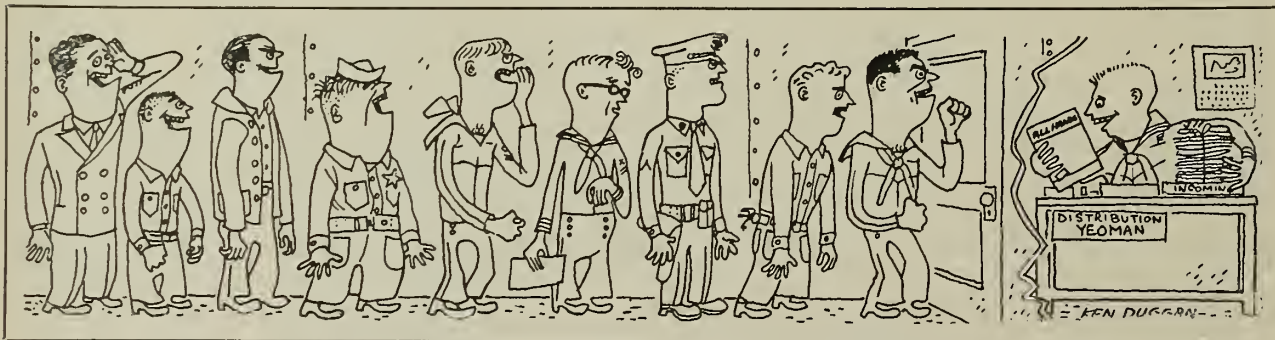
Civilian housing can be rented at prices comparable to those in other critical areas. A three-room furnished apartment, if available, rents for from \$75 to \$125 a month.

• **SHIPMENT OF AUTOS** — One of the items in an ALL HANDS "center-spread" has raised the following question: "Under which circumstances does SHIPPING AUTOMOBILE TO HOME apply?" (The chart, entitled *Rights and Benefits Available to Dependents Survivors of Active-Duty Servicemen*, appeared in the June 1952 issue.)

Dependent survivors of active duty servicemen are authorized transportation of privately owned automobiles located outside the continental U.S. or in Alaska. The automobile may be shipped to the same point to which household goods may be authorized to be shipped. (In other words: to the home of the person legally entitled to such effects.)

Subject to the approval of the Bureau of Supplies and Accounts (Household Goods Division), commercial means of transportation may be utilized for the automobile, if necessary.

Government shipment of an auto-



PASS THIS COPY ALONG — Don't keep the news from nine others when it's your job to distribute ALL HANDS.

mobile is not authorized when it is located within the continental U.S. at the time the serviceman is reported as missing or deceased.

• **NEW KOREAN RIBBON STAR**—Another engagement star for the Korean Service Medal and Ribbon has been authorized. The combat star is designated "K-8, Korean Defense—Summer-Fall 1952" and covers the period from 1 May to 30 Nov 1952.

In addition, a terminal date for eligibility for the seventh Korean engagement star (K-7, Second Korean Winter) has been set as 30 Apr 1952. The commencement date of this operation period is 28 Nov 1951.

Upon receipt of notification from Commander Naval Forces Far East that the ship or unit has earned the medal (and stars), eligible personnel are entitled to wear the ribbon and stars as appropriate.

A list of ships and units having met the requirements for the medal and stars will be published in a future revised issue of *Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps, and Coast Guard* (NavPers 15790).

For a detailed discussion on the eligibility for the Korean Service Medal and engagement stars, see October 1952 ALL HANDS, page 52.

• **MUSICIANS' COURSE**—Refresher training for qualified Navy musicians to improve their instrumental proficiency and give additional theoretical instruction at U. S. Navy School of Music, U. S. Naval Receiving Station, Washington, D. C., is offered by BuPers Inst. 1336.2, 10 Dec 1952.

The refresher course, which is offered in addition to the basic Class "A" and the advanced Class "B" courses, will be from 12 to 24 weeks in length. The course convenes monthly.

Personnel may request this course provided they have completed four years' active service. Requests for assignment to the refresher course should be submitted via commanding officer to Chief of Naval Personnel (Attn. Pers-B212), and Officer in Charge, U. S. Navy School of Music. Applicants must have two years' obligated service at time of entering school.

Some students will be selected from unit bands for additional training and to assemble new unit bands.

• **NSLI DIVIDEND**—Another dividend will be paid in 1953 to naval personnel holding National Service Life Insurance policies, the Veterans Administration has announced.

The first payments will be made this month to approximately 5,000,000 eligible veterans, including personnel now on active duty.

The size of the individual payments for most policy holders will be the same as in 1952, when an average of \$60 was paid.

To be eligible, the policyholder must have paid premiums for any three or more months between the "anniversary date" of his policy in 1952 and the same date in 1953.

Personnel who are eligible for the new dividend, but who did not apply for the 1952 dividend, will have to apply direct to the "Veterans Administration, Washington, D. C., Attn. NSLI Dividend."

However, *policyholders who applied for the 1952 dividend will automatically receive the 1953 dividend.* Your dividend payments should be mailed to you from 30 to 40 days after the anniversary date of your policy.

The method of payment will be the same as in 1952 unless you as the policyholder inform the VA to the contrary. In this instance, you should notify the VA office to which you pay your premium.

If you are required to file an application for the 1953 dividend, include your full name, mailing address, policy number, serial number and date of birth. You must sign the application in your own handwriting.

The 1953 dividend is the second regular one to be declared on NSLI policies. The first was paid in 1952 and totalled \$180,000,000. In addition, two special dividends covering the period of World War II were paid.

• **CANADIAN POW CLAIMS**—Any American who served with the Canadian Armed Forces in World War II who was a prisoner of war and feels he is eligible for ex-prisoner of war claims may write to the War Claims Commission, Ottawa, Ontario, Canada.

The applicant should furnish particulars of his service with the Canadian forces, of his capture and internment as a prisoner of war together with any other information that he considers may be helpful to the commission.

# QUIZ AWEIGH

It'll take some thinking to score a 4.0 on this month's quiz. We lead off this time with a question on the Rules of the Road.



(1) Black balls like these pictured here are sometimes hoisted at the fore masthead and at each yardarm. In this position they indicate that the ship is (a) at anchor, (b) engaged in minesweeping operations, (c) towing a submerged object.

(2) One black ball or shape displayed on the forward part of a U. S. Navy vessel indicates that the ship is (a) at anchor, (b) moored over a submarine construction, (c) underway.



(3) Above is a silhouette of USS Boxer (CVA 21). If you're up on ships' design, you would correctly say that Boxer has a (a) raked-type bow, (b) bulbous-type bow, (c) clipper-type bow.

(4) And aft you'd say she has a (a) V-type stern, (b) semi-flat stern, (c) combination V-type, semi-flat stern.



(5) The sailor pictured above is operating the (a) ordnance rangefinder, (b) computer, (c) coincidence rangefinder.

(6) This instrument is used primarily for (a) navigational purposes, (b) gunnery, (c) measuring the speed of other ships.

ANSWERS TO QUIZ ON PAGE 53





SUPPLIES are unloaded at Thule beach. The base is open to shipping for a maximum of 60 days during summer.

## Where Sailors Did NOT Want Liberty

THE nation's most northern and strategically located arm of defense at Thule, Greenland, is now operational as a year-around base for heavy bombers and jet fighters.

The rapid construction of Thule (pronounced "Toooley") during the past two years represents the unified efforts of the U. S. armed forces. Teamed together in the biggest national defense construction project of peacetime were the Army's Engineer and Transportation Corps, the Military Sea Transportation Service with its naval and time-chartered commercial ships and units of the Atlantic Fleet, the Air Force, the Military Air Transport Service, the Coast Guard and private construction companies of 8500 civilian engineers and construction workers.

If you have not been around the Arctic regions, you'll find Thule pinpointed about 700 miles above the Arctic Circle and only 900 miles from the North Pole. It is on the west coast of Greenland, the world's largest island, under Danish Sovereignty. It is nearly one-third the area of the U. S.

Thule was founded in 1910 by Knud Rasmussen, a Danish explorer,

and is one of the most northerly points among the populated areas of the world. Its name comes from the Latin *ultima thule* meaning, "the ends of the earth." For some time Greenland has been the base of a joint Danish-U. S. weather station, and in 1946 an airstrip was built here to support a chain of weather stations in the Northeastern Arctic.

The logistic support of the huge Thule construction project was carried out primarily by MSTS and other units of the Navy in what was known as "Operation Blue Jay" in 1951, and "Operation Sunac" (Support of North Atlantic Construction) in 1952. The difficult task of building the now well-known military and air base "on top of the world" was completed last summer.

Spearheading the first sea movement of "Operation Blue Jay"—which was called "the nation's biggest secret military operation since the Normandy invasion"—two helicopter-equipped icebreakers, *uss Edisto* (AGB 2) and *uscg Eastwind* (CG 279), departed the U. S. on 1 June 1951.

Following the path of the ice-

breakers came the MSTS ships carrying thousands of tons of supplies and construction materials. Shiploads of cargo mostly in time-chartered *Liberty* and *Victory* ships equipped with radar for ice operations, moved slowly behind the workhorse icebreakers to their chilled and bleak destination.

From the Atlantic Fleet, MSTS received the important assistance of special types of Navy ships like LSTs and LSDs which facilitated putting the heavy construction machinery ashore, and of smaller landing craft which took a hand in moving cargoes from ships in the stream to the beach. Navy lighters and tugs also helped get the stuff ashore. Even Underwater Demolition Teams were called on to help out by blasting underwater obstacles to make way for beaching sites and a 1000-foot unloading pier.

As soon as paths in the ice fields of Baffin Bay were sufficiently broken to make ship movement practical, the first ships moved into Thule's North Star Bay. Ships of the train can go only as far as Thule. Icebreakers, which make the whole operation possible, can go farther and actually pen-



etrated above 82° N, the farthest Arctic area ever reached by a vessel under own power the second summer. (The record penetration was achieved by USCG *Eastwind* — see ALL HANDS, Nov 1952, page 28.)

Success of the entire project hinged on ice conditions en route to and within the area. In the course of the two-year period, ships of various types moved into the Arctic region through several hundred miles of ice-fields, berg-infested waters and fog-shrouded seas.

For the two shipping "season" (each "season" lasts only 45 to 60 days) a total of 148 MSTs civilian-manned ships and Navy vessels transported more than 95 per cent of the materials and equipment needed for the Thule air base job. A total of 500,000-measurement tons were delivered.

To get an idea of the huge logistics job performed, here are some figures: The supplies transported by sea totaled 521,857,280 pounds of dry cargo and 590,110,600 pounds of petroleum products. Air Force and MATS planes brought in the rest, 25,000,000 pounds of supplies. MATS also carried more than 20,000 Army men and civilian construction personnel to and from Thule.

On top of all this was the task of advance planning. The Army and Air Force determined the amount and kind of cargoes to be moved through the Army Transportation Corps. MSTs, as the carrier service, then determined how it was to move the cargo, types of ships required and how many. Planners had to figure sailing dates taking into consideration ice problems, weather-tight schedules, coordinate shipping, establish command relations, formulate radio communication channels and codes, provide logistic support of all naval vessels, and work out a myriad of other details, each one important to the over-all operation. MSTs and other Navy personnel coordinated planning with the Army Transportation Corps, the Army Engineers, the Air Force, the Commander Northeast Area and other Naval offices and commands.

At times the unloading of ships was complicated by ice drifting into the bay. Intermittent fog and high winds caused additional hazards.

In "Operation Blue Jay" (1951) USAF 6th Air Rescue Squadron flew ice reconnaissance. During "Operation Sunac," naval aircraft from the



ICE MUST be cleared away in North Star Bay before ships can come in to unload provisions at Thule. Here, DUKWs perform task in 'Operation Blue Jay.'

Atlantic Fleet, with observers aboard from the Navy's Hydrographic Office and the Fleet, carried out ice reconnaissance. Such first-hand knowledge of ice conditions and movements enabled Navy and Coast Guard helicopter-equipped icebreakers to find leads in the ice through which the ships could safely pass.

The Air Force played the leading role in picking out Thule as the site for an Arctic base. In the early days of planning for the military airfield, MATS planes began an airlift of men and materials. By the time Baffin Bay was open to "Operation Blue Jay", the MATS airlift had transported more than 3,000 construction workers, food supplies, prefabricated huts, tools, electric generators, power shovels, tank trucks to carry water, a big crane and road grader — the equipment needed to get the project started. Then, under hush-hush security came the big push in June 1951 when "Operation Blue Jay" with its men, ships and hundreds of tons of cargo moved forward on schedule.

The base is only a dozen miles from the 10,000-foot ice mountain of the Greenland Icecap. Operations on the 2-mile long airstrip are on a year-around basis. In terms of pitting ships, planes and men against almost insurmountable new obstacles under frigid conditions, the Arctic project at Thule has no parallel.

In the few months since June 1951, the feat of establishing this base on the frozen bleak northland has attracted world-wide attention as an

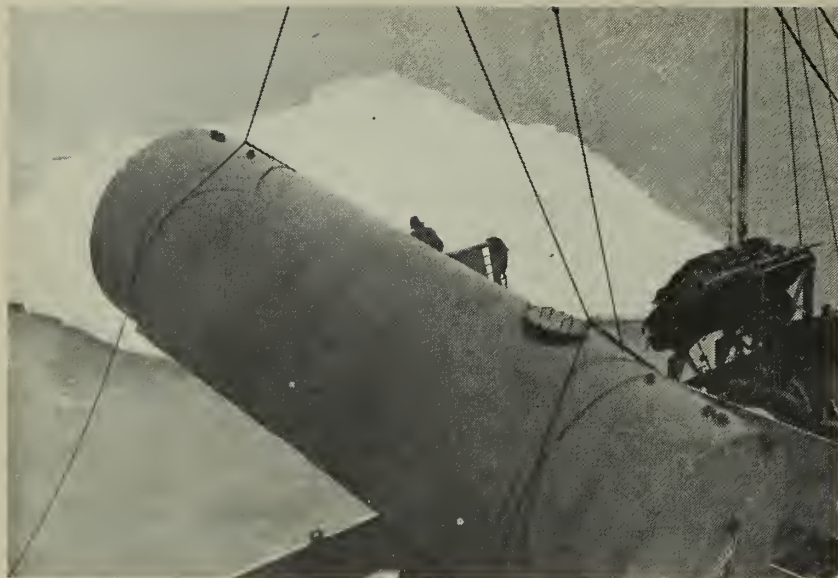
outstanding example of the efficiency of our armed services' unification and high degree of engineering skill within our construction forces. Over an area of 480 acres are scores of barracks, hangars and buildings housing machinery, repair shops, warehouses, movies, stores, a hospital and recreation hall.

Life in Thule can be as tough as one imagines it. In the main, however, living and working in Thule today is not as rough as it sounds. Doctors have declared it the healthiest place

**MEN PREPARE** to place loading ramps on LSU 550 to load cranes from LSD at Harmon, Newfoundland.







**FUEL STORAGE TANK** is unloaded from *USS Achernar* (AKA 53). Tanks like this are used to store fuel on the base. LSMs carry tanks from ship to shore.

in the world and its hospital has had little use.

Although "Operation Blue Jay" was frequently referred to as "Operation Blue Nose," there were no serious illnesses and none attributable to the weather. Double rations (meals of twice normal caloric content) were served and cold-weather gear issued to all hands who needed it. Operational casualties were few and not serious except for the death of one civilian in a crane accident. There were numerous lacerations, mostly of a minor nature, several dunkings in

the icy waters and a few fractures. One Army enlisted man and one civilian died of natural causes aboard ships, and four Army personnel drowned when their "weasel" sank.

There was one incident, though, not to be overlooked in the early hazardous days. Heavy snow drifts had covered most of the shacks to the roof tops. As one of the men was busily digging a passage from the doorway through the snow, a hungry Polar bear leaped from the roof onto the man and mauled him badly. The injured man had to be flown back to

the States for medical care, one of the more unusual casualties of the frozen North.

At the beginning, there were no housing facilities for the thousands of workers on the beach so MSTs transports were used as barracks ships. Construction workers were ferried ashore on LSMs to begin their 10-hour shifts.

Although liberty was granted to the sailors on a limited basis, there were no recreation facilities on the tiny settlement and only a few bluejackets made more than one liberty trip. But all ships were stocked with movies, and a low-powered radio broadcast station aboard *USS Monrovia* (APA 31), the flagship, carried Armed Forces Radio Service programs. Well-stocked ship's stores also helped keep up morale.

The establishment of this big new airbase means that the U. S. Air Force has one of its largest and most strategically located fields to protect the continent against surprise attack across the top of the world. The giant base puts our long-range heavy bombers within easy striking distance of any military target in Eurasia.

The new Arctic air passage lops 1600 miles from the old route by way of New York and the North Atlantic. The new line now swings far above the Arctic Circle, coming within 930 miles of the North Pole. By this route, California and Denmark are but 5000 miles apart.

Flying in the high Arctic is rapidly becoming a commonplace event. Navy and Air Force planes have flown well over 500 flights to the North Pole itself, maintaining a three-times-a-week schedule. The weather is much better for flight operations in high altitudes across the Arctic than the present North Atlantic airlines. Less storms, less icing and also lower winds at high altitudes in the Arctic is the rule.

The new air defense base guarding the Arctic approaches emphasizes the close cooperation of American-Canadian-Danish-Icelandic NATO-members in defending the North Atlantic community against aggression.

Construction of the Thule base is an example of man's ingenuity in overcoming the forces and obstacles of nature. And now that the facility there has outgrown its infancy, personnel stationed at Thule should have little trouble with Polar bears any more. — Harvey Mitchell, JO1, USN.



**CRANE** backs slowly up the ramp of *LSU* from deck of *USS Ashland* (LSD 1). It will be used in unloading and construction work at Thule base, Greenland.



# Learning How to Fly Without Wings

**H**ELICOPTERS, the newest innovation of the Navy's air arm, have earned a reputation for versatility as a result of their spectacular exploits in Korea. Their increasing use in naval aviation has called for a fast and efficient training program for 'copter pilots.

Virtually unknown a few years ago, 'copters have been developed rapidly until they can now perform almost impossible feats. Their unique flying ability, to go straight up, forward, backward or sideways, or stand still in the air, makes them an invaluable asset to the fleet and they are utilized for a multitude of tasks that could not be performed by conventional type aircraft. The Navy has found many jobs for the whirly-birds: air-sea rescue, carrying the mail, delivering ammunition and supplies to embattled troops.

Who operates these flying "freaks" and where are they trained? 'Copter training is the job of the Naval Air Training Command at Pensacola, Fla.

Back in December, 1950, the Navy decided to add another important phase of pilot training to its expanding flight program. Helicopter Training Unit ONE was commissioned as an activity of the Naval Air Training Command, with the mission of training select personnel for certification as helicopter pilots.

To procure trainees for this new type of flying, the Chief of Naval



**HELICOPTERS**, returning to their base, hit the strip in mass formation. Ground crews stand by, ready to assist after the 'whirlybirds' touch bottom.

Operations in Washington, D. C., assigned quotas to the Atlantic and Pacific fleets and activities of the Naval Air Training Command, including the Naval Reserve, to furnish seasoned Naval aviators for training as helicopter pilots.

It was set up as a post-graduate training course. A relatively few "Nuggets", a misnomer given to newly commissioned ensigns who completed the NavCad programs, are accepted.

In order to become a helicopter pilot, a naval aviator who has been through the grind of pre-flight and

advanced training, must virtually start all over again. He has a new type of machine that can perform acrobatics he never dreamed possible.

The course of instruction consists of two weeks of ground school and six weeks of flight instruction in learning how to maneuver the versatile craft. He goes all through ground training again, theory of flight, engineering, operations, course rules and safety, before qualifying as a pilot in this new and strange type of airplane. If a Reserve pilot, he then returns to his home station. If he is on active duty, he is assigned duty wherever his services are required.

The usefulness and unlimited future potential of helicopters in time of war as well as in peace are recognized by our military leaders. War-tried and combat-proven, the rotary-winged craft have made their mark in combat zones since the outbreak of Korean hostilities.

As a result of its versatility and maneuverability, the helicopter has become a welcome adjunct to the fleet, bringing high praise from aviation leaders throughout the world. The record of the "eggbeaters" in Korea, in the saving of lives of downed pilots and in delivering supplies and ammunition to entrapped soldiers behind enemy lines has gained them the admiration of peoples everywhere and they can aptly be called "Wingless Angels."—J. B. Smith, JOC, USN.

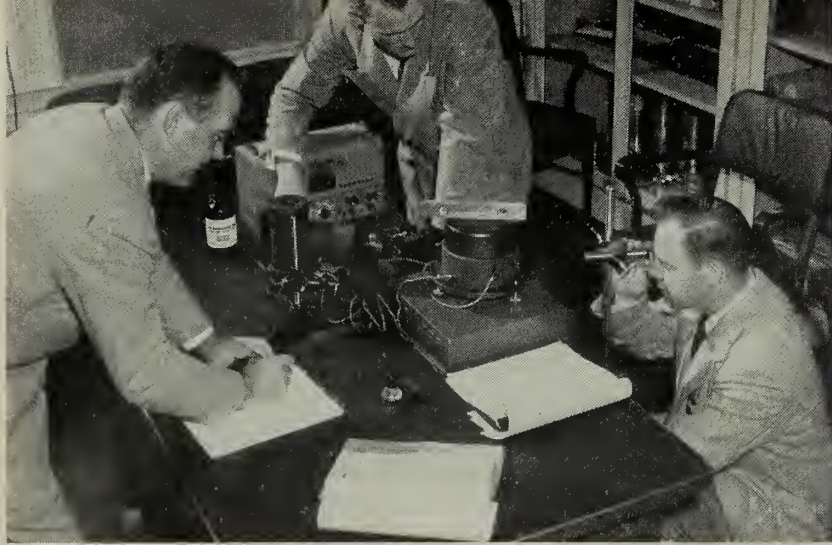


**AFTER BRIEFING**, student officers check their flight schedules, climb into their assigned 'eggbeaters' and prepare to take off on a day's operations.

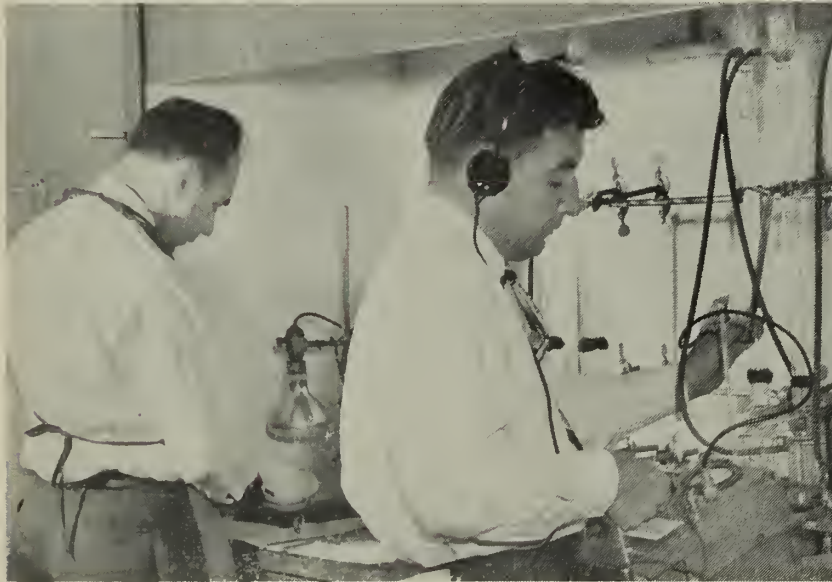


# Atomic Sub Crew

*The first Navy men to be trained in the operation of a nuclear power plant are now getting their "atomic education" in classes at locations in Pennsylvania and Idaho. The men in the accompanying photographs — and others — will form the engineering gang aboard the world's first atomic powered submarine, USS Nautilus (SSN 571) when that submersible is completed. Here is a report, prepared for ALL HANDS by the Naval Reactors Branch of the Atomic Energy Commission on how the training program is coming:*



IN CIVILIAN CLOTHES, R. A. Quick, EM1, L. B. Kershaw, EM2 and R. W. Ullman, EM1, use Millikan oil drop experiment to determine charge of electron. Below: E. P. Resner, HMC, and F. R. Statzula, HMC, are preparing samples from the site monitoring facility and checking them for radioactivity.



O. H. WELPER, EN1, I. B. Pierson, EM1, and F. T. Duba, IC1, are creating and observing nature of tracks made by alpha particles—nuclei of helium atoms.



**T**HE keel for the USS Nautilus (SSN 571) was laid in June 1952, at the Electric Boat Division of the General Dynamics Corporation, Groton, Connecticut. This submarine will be the first vessel to be propelled by a nuclear power plant. To operate the machinery plant of this entirely new type, specially selected and trained men were required.

Nominations of a large number of personnel were received in the Bureau of Naval Personnel from submarine commands afloat. All men were volunteers. Only a limited number of them were selected and ordered to duty at the Bettis Plant of the Atomic Energy Commission at Pittsburgh for instruction by the Westinghouse Atomic Power Division.

The training program for nuclear powered submarine personnel was designed to give the same basic course to all men regardless of their ratings. The graduates have proved themselves capable of actually taking part in the program in both design engineering and manufacturing engineering fields and have also contributed ideas that have been adopted in the design of the plant. In addition, the course has given impetus to the stu-





# Start New Training

dents to seek higher education in this field on their own.

The instruction includes theory, design, construction, and operation of the nuclear submarine propulsion machinery. Among the instructors are engineers and scientists from the Westinghouse Atomic Power Division who have designed and built the machinery.

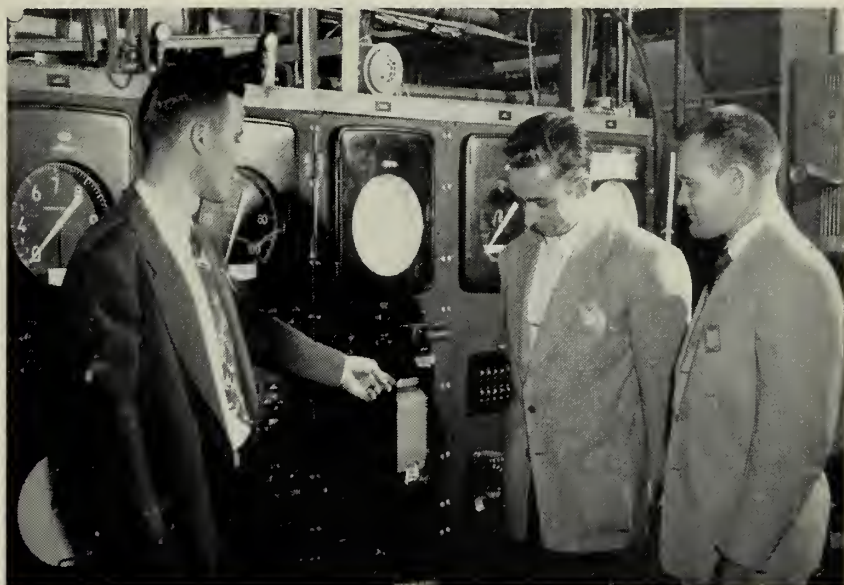
The aim of the program is to train an engineering crew by acquainting each man with the equipment. Theoretical subjects such as college physics, algebra, analytical geometry, calculus, and atomic physics provide the basis to understand the complex systems and equipment involved. The curriculum also includes practical courses in circuits, hydraulic test loops and stainless steel welding, as well as courses in blue print reading, metallurgy and reactor engineering.

When their training is completed at Pittsburgh, the graduates will be given an opportunity to apply their learning to practical application in the operation of the land-based prototype at Arco, Idaho. This plant, known as the "Mark I," is an actual reproduction of the machinery compartments which will go into *Nautilus*. It will provide the test operating experiences necessary to prove the second nuclear power plant, known as "Mark II," which will be installed in the sea-going submarine.

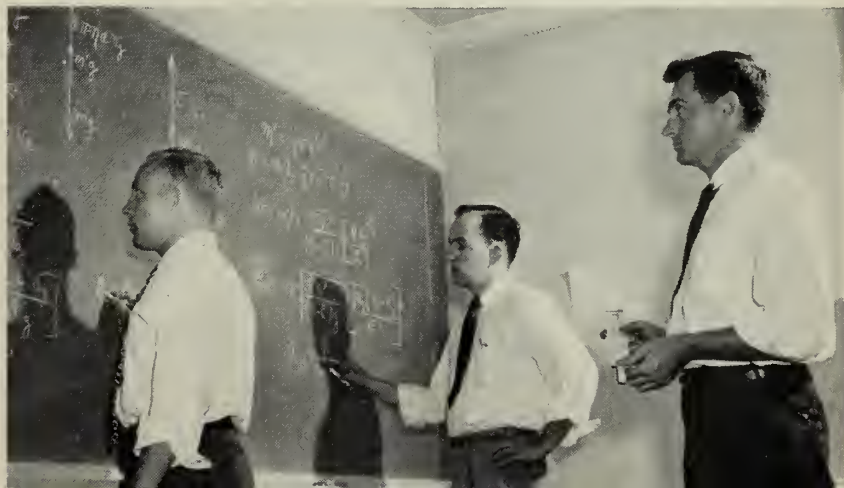
The Navy trainees will make up a large portion of the operating crew of the Idaho test installation. They will stand machinery watches and perform emergency drills on it exactly as they will in the completed submarine. It is expected that the remainder of the crew for the *Nautilus* will also be given some special training.



CONTROLS for testing unit which will remove gases from cooling water of nuclear reactor are operated by R. V. Foster, EN2, as J. H. Morrissey, EN1, and P. J. Boyle, EN2, watch. Below: G. M. Gates, EN2 and D. A. Phoenix, EN1, listen as R. I. Mixon, Jr., ENC, describes control panel for test loop.



THEORETICAL PHYSICS equation is being derived by F. H. Lowery, Jr., EM2, and J. H. Gregory, EM3, while R. C. Hughes, EN3, works out numerical results of blackboard exercise. At left: E. M. Lovejoy, ET1, and E. H. Roemer, ET1, check operation of electronic circuit they built for nuclear control channel.





Brief news items about other branches of the armed services.

★ ★ ★

A POCKET-SIZE LAND MINE, powerful enough to blow the foot off anyone stepping on it, has been developed by Army Ordnance and will soon be sent to Korea.

The tiny land mine, designated the M14, weighs only four and one-half ounces. It is so small it can be carried in the palm of one hand. Although it is merely a shadow of the nine-pound World War II mine, the new mine can inflict equal damage and costs only a fraction as much—\$2.50 compared with more than \$13.00 for the old cast iron model.

Since it is non-metallic and neutral in color (olive drab), the new mine cannot be located by mine detectors now in use.

The mine should function perfectly in all kinds of weather and in all temperature regions, the Army says.

★ ★ ★

SOLDIER-SCIENTISTS of the Army's 406th Medical General Laboratory are working close to the combat scene in Korea fighting another enemy — disease.

The 406th is combatting several diseases, diseases which can be as deadly as the enemy on the battlefield. One, hemorrhagic fever, has killed about eight per cent of the UN troops who have contracted it. Other diseases being fought are "Japanese B encephalitis," commonly known as "sleeping sickness," schistosomiasis or "snail fever," influenza and other lesser-known maladies affecting military personnel in the Far East.

To get data on a disease like hemorrhagic fever, the 406th usually experiments with mice, guinea pigs, rabbits and horses to isolate the virus. Meanwhile, other members of the staff in Korea are trapping wild rodents in areas where the fever has occurred and collecting fleas and other parasites which they find on the rodents for identification.

As each new case of the disease is reported, other soldier-scientists investigate it and report their findings. Other medical workers bring animals to front line hospitals where they are given injections of blood samples taken from stricken patients. With the data from these experiments, the 406th hopes to pin down the causes of hemorrhagic fever.



HIGH ALTITUDE Air Force interceptor-fighter, Republic XF-91, is shown equipped with external fuel tanks.

"ARMOR, LOWER TORSO," is the designation for a new experimental armor item developed by the Army Quartermaster Corps for combat troops. The new armor, designed to protect the hips, abdomen and groin, is slated to be tested in Korea beginning this month.

Marines in Korea are now testing their own armored shorts that are worn along with their armored vests. Details of the "shorts," developed by the Navy Medical Corps, have not been disclosed.

The Army's lower torso armor is made of the same material as the armored vest for soldiers. It includes 12 layers of flexible, spot-laminated nylon duck, encased in a water-resistant vinyl layer with an outer covering of six-ounce nylon fabric. It is expected to give the same degree of protection to the lower torso as that provided the upper part of the body by the vest. In combat tests, the vest has reduced chest and upper abdominal wounds by about 60 per cent.

The new garment, which weighs about four pounds, resembles boxers' shorts. It may be supported with suspenders under the armored vest so that the lower edge of the vest overlaps the upper edge of the armored shorts. Worn together, the two garments are expected to give protection to the entire torso.

★ ★ ★

ARMY MEDICAL SERVICE IN WORLD WAR II will be covered in a 34-volume history, the first volume of which, "The Physiological Effects of Wounds," has recently been published.

The new book is based on battlefield data gathered by a board which studied wounded men in the North African-Mediterranean theater of operations. Collecting data for this text involved the first basic medical research ever conducted by the Army on the front lines.

Shock and resuscitation were the principal objects of the board's study. Its findings concerning the nature and origin of shock have added much to the Army's understanding of this serious condition.

The second volume, now in preparation, will cover the history of preventive medicine in the Army Medical Corps.

★ ★ ★

THE FIRST FASTER-THAN-SOUND FLIGHT by an American combat-type aircraft has been completed, the Air Force has announced. The flight, made by the XF-91 fighter plane, was performed over Muroc Dry Lake in California.

The XF-91 is still an experimental plane, however, the Air Force points out and there are no plans at present to order it into production. Improvements developed through such flights as this, however, may find their way into new fighter planes, the air service says.

Designed as a high-speed, high-altitude interceptor, the XF-91 is powered with a turbo-jet engine and afterburner that together provide 5200 pounds of thrust. A 6000-lb. thrust rocket engine added to the plane provided the additional push to send the craft hurtling past the speed of sound.

Although other supersonic flights have been made by experimental planes, such as the Navy's *Skyrocket*, this was the first level supersonic flight made by a U. S. combat-type plane.



A 20-MAN LIFE RAFT, capable of automatically inflating within approximately 30 seconds, is being produced for the Air Force. The new raft will be carried in air transport planes.

Made of a nylon fabric coated with rubber, the raft measures 12 feet, six inches in diameter and weighs 108 pounds. In its carrying case it measures 36 by 18 by 18 inches. In an emergency, the raft can be dropped from the aircraft, carrying case and all. As it falls, a PP1 kit, similar to the static-cord system used by parachutists automatically discharges carbon dioxide to inflate the raft.

Another feature of the new raft is a portable canopy, which can be easily attached to its outer edge. The canopy has two port holes and is fitted with an elastic lining at the bottom, which fits snugly to the side of the raft. The canopy is greenish-blue on one side for camouflage and is colored a brilliant neon red for signaling purposes on the reverse side. The top and bottom of the raft are identical, which enables it to be boarded on whichever side turns up in the water.

Tests made by the Air Force in the Gulf of Mexico show that the raft can withstand up to 16-foot seas and winds as high as 58 miles per hour. Other tests show that temperatures ranging from minus 65 degrees to 160 degrees Fahrenheit do not damage the new life raft.

★ ★ ★

A NEW COLDBAR MITTEN designed to be worn with the coldbar uniform (a single layer, molded plastic winter combat garment, utilizing the so-called "vapor-barrier" principle) has been developed by the Army Quartermaster Corps. Fifteen hundred pairs of the mittens are scheduled for shipment to Korea for testing under winter battle conditions.

Like the coldbar uniform, the mitten is in the experimental stage and will not be adopted for standard issue until its value and practicability have been proved during extensive field tests.

The new mittens are made in two parts. Inside an outer covering which consists of a leather palm and a

water-resistant back made of duck material, is an insert of plastic sponge molded in one piece. This insert includes the cuff,—a compartment for the thumb,—one for the forefinger and another for the other three fingers.

Tests in a cold chamber and under field conditions indicate that the new mitten provides more protection to the hands in cold weather than the standard trigger-finger inserts made of wool.

Tests of the coldbar uniform, developed little over a year ago, are being continued in Korea. Reports thus far indicate that moisture that remains on the skin, even after a thorough drenching in temperatures as low as freezing, is promptly warmed up by body heat after the wearer leaves the water and exercises.

★ ★ ★

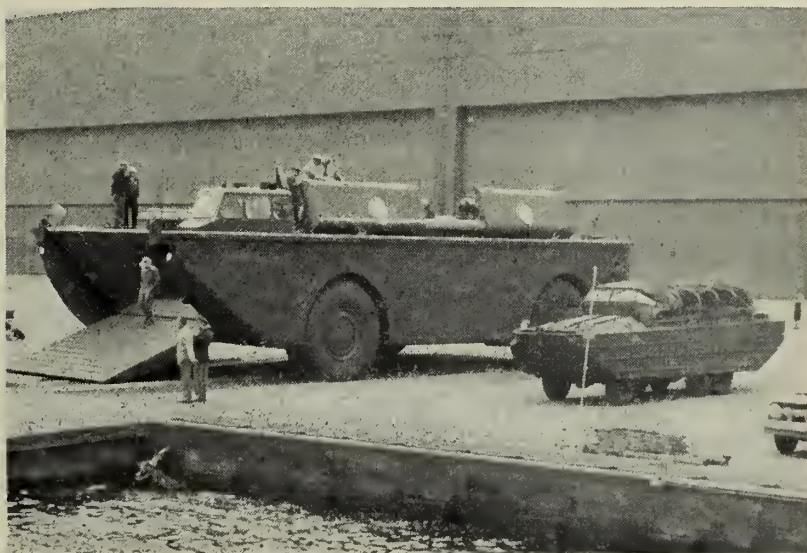
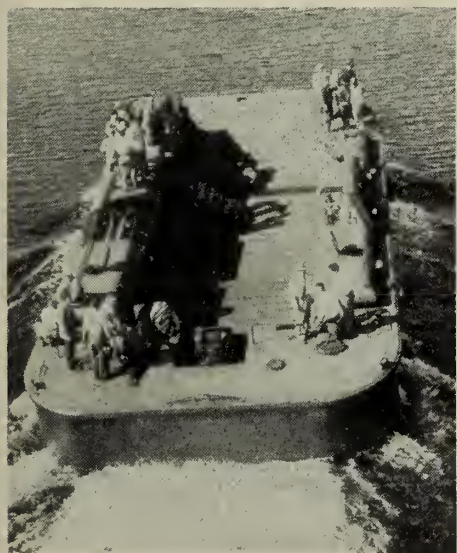
A 60-TON AMPHIBIOUS CARGO VEHICLE designed to transport heavy motor equipment as well as artillery pieces and other standard military items from ships off shore to inland supply points, has been developed by the Army Transportation Corps.

The giant carrier, designated the BARC, operates on principles similar to those of the well-known but smaller World War II DUKW.

For mobility on beaches and land, the BARC depends upon the largest tires ever manufactured. Each tire measures nine and one-half feet from the ground and weighs more than 3300 pounds. The four tires contain enough rubber to produce more than 500 ordinary passenger car tires. The new amphibious vehicle has an over-all length of 61 feet, is 27½ feet wide and 16 feet high.

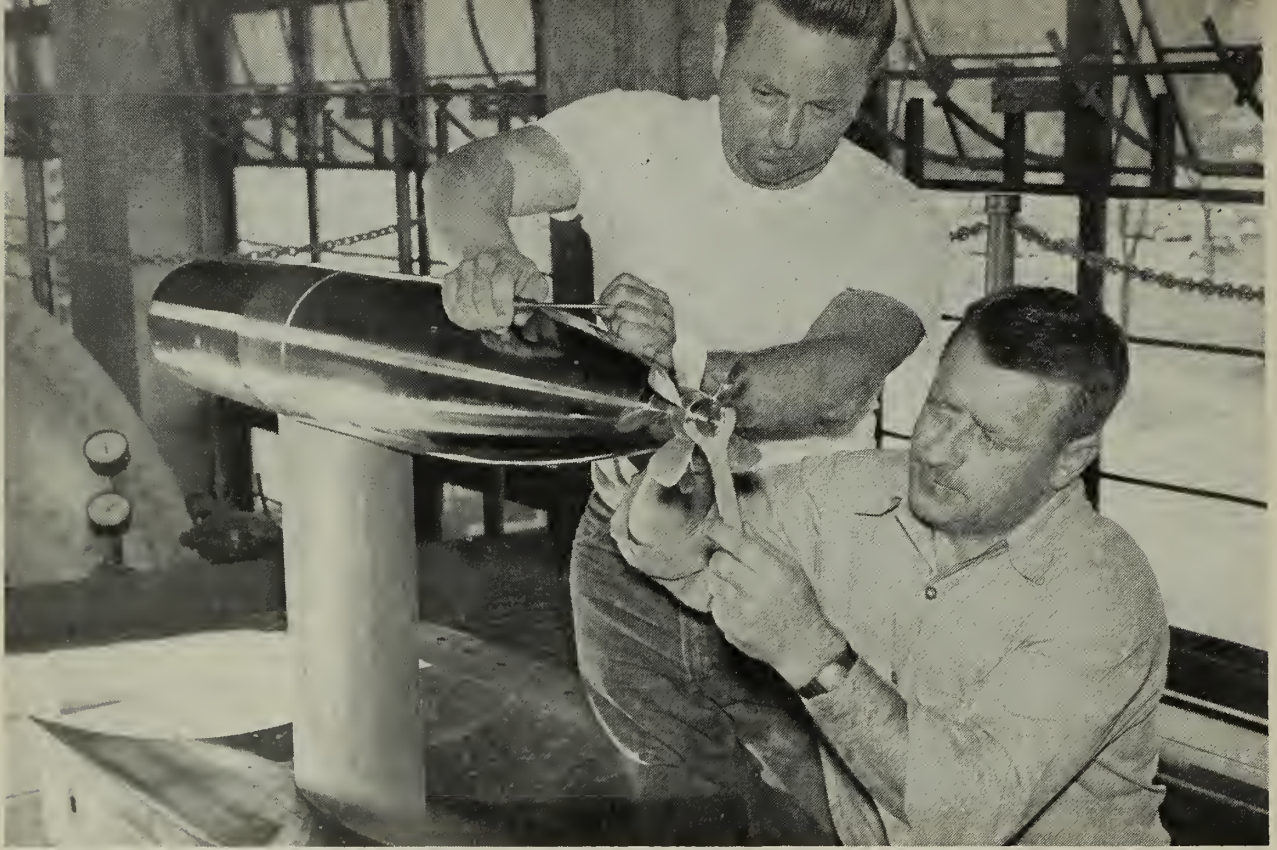
A specially designed landing craft-type ramp in the BARC permits a loaded tank to leave the vehicle under its own power and ready for combat.

The BARC can take heavy loads from shipside in deep water, across a beach and over rough terrain to an inland supply point for direct discharge, or for transfer to truck or rail, largely eliminating the necessity for difficult and inefficient rehandling of cargo at the waterline.



'BARC' — Army's 60-ton amphibious resupply vehicle — plows through water. Right: 'BARC' dwarfs WW II 'DUKW.'





TECHNICIANS fit prop to desired shape. It is then mounted in water tunnel for turbulence tests at varying speeds.

## Water Tunnel: A Short Cut to Better Props

**T**O make the designing of propellers a more scientific process is the mission of the Navy's Garfield Thomas Water Tunnel at the Pennsylvania State College.

At present, designing a propeller—be it for a ship, a torpedo or an airplane—is more of an art than a science. For example, the designer of today is likely to take a look at what has been designed before for a ship of the designated size, make calculations based on the experience gathered from that ship, then sit down at his drawing board and draft a design

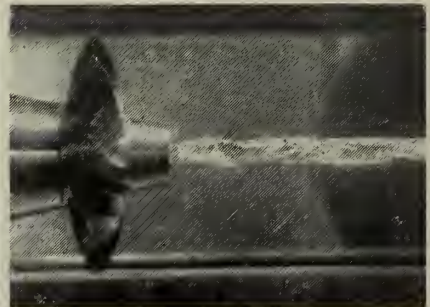
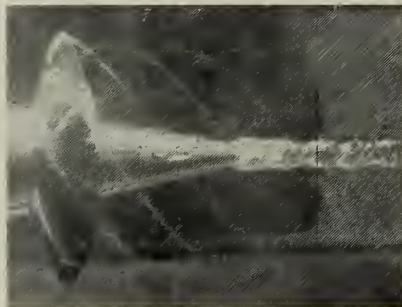
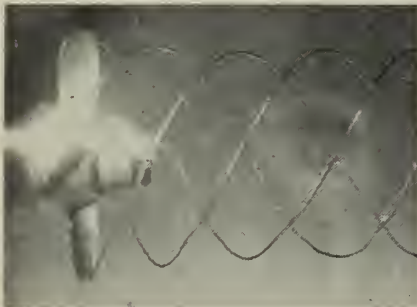
which he thinks will do the trick for the new ship.

Navy hydrodynamics experts, working at Penn State want to change all this. In the future, when an order for a propeller design comes in, the scientists want to be able to say with certainty that such-and-such a type of propeller will be able to do the job required. When they can do this, the problem of propeller design will have been vastly simplified.

With this idea in mind, the Navy in 1949, completed the water tunnel on the Pennsylvania college campus. If

you should take away the red-brick building that houses the tunnel itself, you would find a large rectangular metal tube which looks something like a giant (although square) metal doughnut set on its side. Through this tube, technicians can push 100,000 gallons of green water every 18 seconds — that's a lot of water. Special vanes set into the tube turn the flow of water around corners.

The heart of the water tunnel is its "throat," a narrowed-down section in which the water sometimes reaches a velocity of 48 knots. The throat has



THREE STAGES of single-prop arrangement photographed in stroboscopic light reveal hub and blade turbulences.



another characteristic too — the flow of the water is very uniform here. This is important, for the scientist must have a uniform flow of water in order to get an accurate measurement of his "workpiece."

Here's how a typical experiment is run.

An aluminum or brass propeller (or it may be a torpedo or some other underwater missile) is fashioned exactly to scale in the Tunnel's own shop. It is mounted on a removable strut which is in turn set in a removable segment in the bottom of the "work section." The manhole in the top of the section is bolted shut. A hydraulic lift arrangement enables the research men to replace the model without draining the water from the tunnel.

Incidentally, the material out of which the model propeller is worked is the same material out of which the full-scale propeller will be manufactured.

Cut into the sides of the work section are several plastic windows (see photo). Through these windows, the technicians can watch the propeller under test and analyze the pattern of the "turbulence" produced as the mass of water moves past the rotating prop.

"Turbulence" is the key word around the laboratory. A perfectly shaped propeller would leave no turbulent wake at all for water would flow smoothly around it. As in aircraft, turbulence produces "drag" which slows down any moving object.

Associated with turbulence is "cavitation." Don't let this word throw you — actually all it means is "bubbles."

Bubbles produced by a whirling propeller moving through the water burst against its blades and in time can chew an inefficient propeller to pieces.

For example, the old liner *Mauretania* had to go into drydock every two trips across the Atlantic Ocean



MEN in background observe tunnel and relay data or suggest changing water speed, temperature, etc., to technicians in control console section.

to have her scarred propellers replaced.

And the former French ship *Normandie* (which later burned and capsized at her New York pier) could make but one trip across the ocean before hydraulic repairs were necessary.

Engineers have improved propellers since the day when the sleek *Normandie* used to ply the Atlantic trade but periodic repairs and replacement of chewed-up props are still required.

The Penn State experiments should help produce bigger and better bubble-free propellers.

Also, these bursting bubbles generate noise, and underwater noise is something the Navy doesn't like. For the more noise a ship or submarine or torpedo generates as it passes through the water, the simpler it is for an enemy to detect the noise with listening devices.

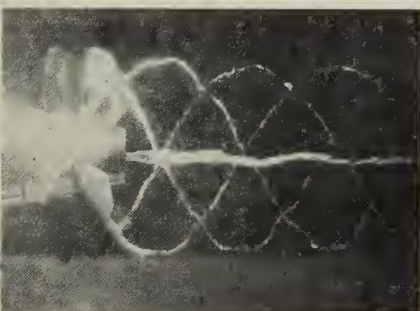
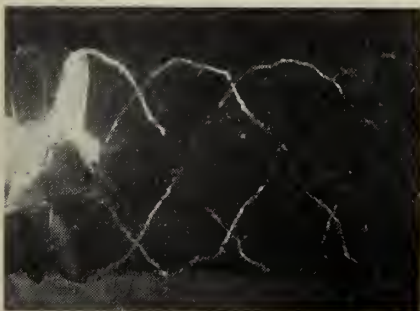
To record the turbulence effects

brought about in the work section, the section is flooded with light, and high-speed cameras click out pictures of the myriad patterns formed by bubbles and water.

In addition to these photographs and accompanying visual observations, numerous exact measurements are made of each model. Tiny "Pitot tubes" (pressure-measuring devices) are countersunk in the surface of the model where they measure electrically the velocity of the water flow across the surface. The reading they get is indicated on one of a battery of complicated-looking dials which surround the working section.

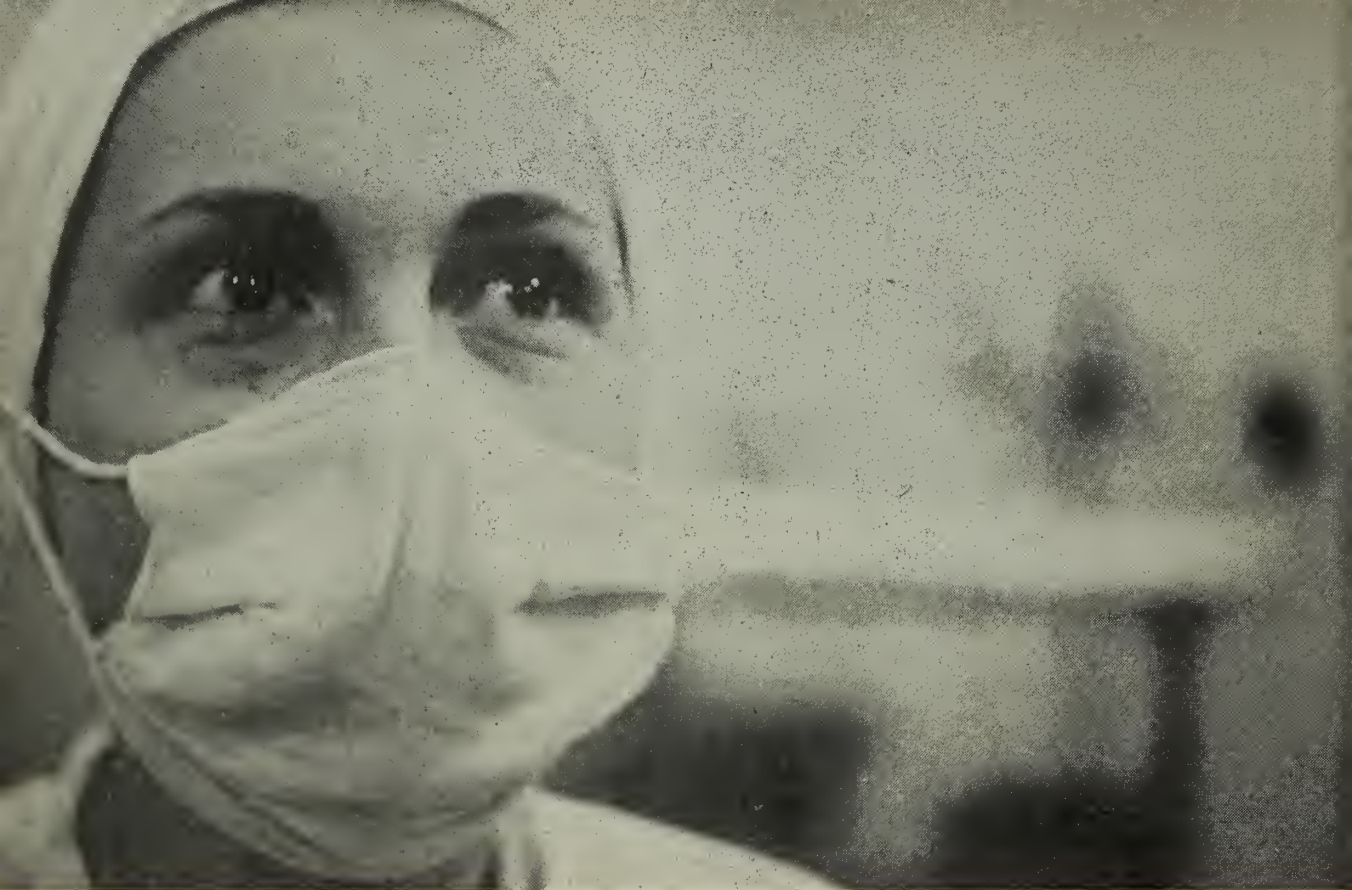
For variety in testing, the pressure of the water (which serves to indicate depth in actual practice), the air content, the temperature and the speed flow of the water all can be changed.

Out of experiments like these the Navy hopes will come some of the most efficient and noiseless propellers in the world.



SLOW SPEED produces little turbulence. As speed increases, hub turbulence is stronger, blade turbulence regular.





NAVY NURSE assists in operation on board hospital ship USS Haven (AH 12) during engagement at Inchon, Korea.

## 'Women in White' Help Guard Your Health

IN its short history of 44 years, the Navy Nurse Corps has proved itself to be a vital, and unique, component of the sea service.

The Nurse Corps is important because through it the skill of hundreds of professionally trained women is brought to bear in behalf of injured men who are often in desperate need of that skill. It is unique because these nurses are the only women who are allowed to break with an old naval tradition and serve beside men in advance areas.

This front-line nursing care has paid off in lives saved in Korea. Never in the history of modern warfare, has the fighting man received skillful attention so promptly.

Statistics indicate that of the total men wounded in Korea, less than two per cent died of their injuries. A final compilation may lower this figure to closer to one per cent. Compare this with a similar figure of nearly three per cent (actually 2.9) for World War II. Although both figures are near the vanishing point, the differ-

ence represents thousands of human lives saved.

Much credit for the outstanding achievement of military medicine in Korea is due, of course, to the brave medics and corpsmen who risk their own necks to save a buddy's life, to the surgeons who perform emergency operations under trying conditions, and to various improved techniques for getting a wounded man quickly from his foxhole to an aid station.

But no little credit belongs also to the service nurses—Army, Navy, and Air Force alike—upon whose shoulders falls the 24-hour-a-day job of caring for the wounded. This article deals with the part played by the Navy's nurses in the Korean War and how the past experience of the Navy Nurse Corps helped prepare it to

meet the current challenge in the Far East.

When war erupted in Korea, there were few naval medical facilities in that part of the globe. The Navy then had but one hospital ship in commission, USS *Consolation* (AH 15), and she was on the East Coast. There was one naval dispensary in Japan at Yokosuka. There was none in Korea itself.

Scarcely one month later this scene had changed greatly. The *Consolation* had been rushed to the Far East and was tied up to a Pusan pier already receiving casualties. The small naval dispensary at Yokosuka had begun to grow into what would eventually become a full-fledged hospital with a staff which would include 200 nurses (compared to a mere six at the outbreak of the war) and capable of handling 6000 casualties. Other nurses had been shifted from State-side duty to ships of the Military Sea Transportation Service, ships which would carry troop replacements into Korea and transport wounded men

---

Service with a Woman's Touch  
Is the Proud Tradition  
Of Navy's Great Nurse Corps

---



back to Japan or to the U. S. Still other nurses were ordered to duty as flight nurses to serve aboard air evacuation planes shuttling between the war-torn peninsula and Japan.

Today there are usually two and sometimes three hospital ships off Korea at all times. At present, *uss Repose* (AH 16) and *uss Consolation* (AH 15) are in the Far East while *uss Haven* (AH 12) has recently completed a yard overhaul on the West Coast. During the overhaul period, *Haven* had a helicopter "flight deck" fitted over her superstructure.

To meet this sudden demand for more nurses brought about by the Korean fighting, the Navy Nurse Corps entered into the third expansion program of its history. It combed the ranks for nurses with World War II flight training and plucked them out to serve as flight nurses. It temporarily reduced staffs at continental hospitals in order to assign more nurses to the forward area. It recalled Reserve nurses with World War II experience, the first time such action had been taken. It commissioned additional nurses from civilian life. In a year of War, the Corps increased substantially; one-third of this increase consisted of recalled Reservists and the remaining two-thirds of newly procured nurses.

Once in the forward area, these veteran nurses do what they have been trained by years of educational experience to do—care for combat casualties. When the nurses aboard the *Consolation* moved into Pusan harbor during the dark days of the perimeter fighting, they found themselves faced with a task as difficult as any during World War II. The Army evacuation hospital ashore had its hands full and the hospital ship handled an increasing number of seriously wounded on a round-the-clock basis. As a result, in its first three days at Pusan, *Consolation's* litter hoists were in constant use, bringing aboard a total of 1327 casualties. To make room for these fresh casualties, it was necessary to work at top speed and to re-transfer many of the wounded men shortly after they received their prescribed surgery or treatment.

Foresight here paid big dividends. A new system of handling casualties had been worked out while the *Consolation* was en route from the Atlantic, and the entire crew drilled in



**FLIGHT NURSE** brings relief and a smile to these casualties on board a plane. Nurses first helped in air evacuation of patients during World War II.

it. The system soon proved its worth, and is still being used on the Far East hospital ships. The wounded would arrive at the Pusan railroad station (often without advance notice to the ship), there to be met by an ambulance which rushed them to dockside.

At dockside, an admitting team consisting usually of one Medical service officer and one corpsman processed each casualty. This processing consists of reading the tag pinned to the man's clothes to determine what treatment had been previously given and the nature of

his injury, and of assigning him a bunk in the proper ward. A colored tag indicating the ward is pinned to his litter.

Carried below decks by corpsmen, the wounded man is lifted from his stretcher and placed gently on a bunk covered by a rubber sheet. He is then undressed and bathed. The blanket is slipped from beneath him, leaving him lying in a clean bed. At that point, the patient is ready for whatever treatment the doctor prescribes—blood transfusions, intravenous feedings, injections or other medication.

At places like Pusan where casualties ran high, hospital ship nurses worked long hours. At Hungnam, for example, more than one nurse worked around the clock with only time out for a catnap. When one nurse was ordered below by her supervisor, she replied, "Oh, I couldn't sleep as long as I knew there were patients to be taken care of."

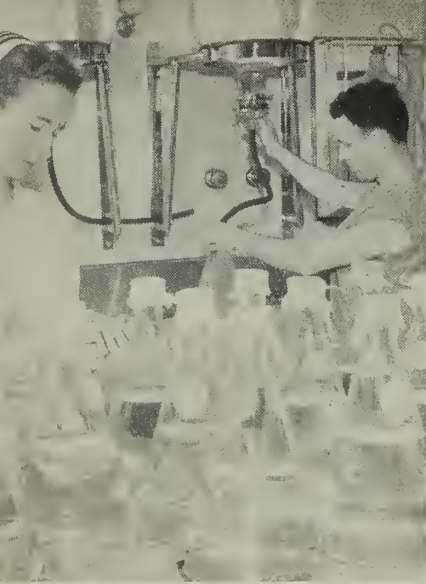
At Inchon and Wonsan it was the same way. Says Captain Robert E. Baker, (MC) USN, commanding officer of *Consolation's* hospital. "They worked days and nights on end. They did everything they could."

For their tireless efforts during these grim days, two senior Navy nurses received Bronze Stars. The medals went to Commander Estelle Kalnoske Lange, (NC) USN, senior nurse for many months aboard *Consolation*, and to Lieutenant Ruth



**CAPT Winnie Gibson, USN**, Chief of Navy Nurse Corps, is shown at National Naval Medical Center.





LABORATORY WORK is another chore for Navy nurses. Here, one checks identification tags for flasks.

Cohen, (NC) USN, senior nurse aboard the hospital ship *Haven*.

Back at Yokosuka, where many of the wounded eventually found their way, the Navy's nurses also worked long hours. Each month brought a total of more casualties. In September it was 500; in October 1700; and in December the total climbed to 5927. Every available corner was put to use. A recreation room was converted to wards. Double and triple bunks were installed in the halls and even on the auditorium balcony. For a time the nurses were even forced to give up their quarters.

At the time of the evacuation from Hungnam, three medical officers, five nurses and 11 corpsmen successfully

tended 850 Marine casualties who arrived unexpectedly at the hospital. In this case, word had come through that 250 ambulatory patients were on the way. Ambulatory—that wasn't so bad because ambulatory patients are able to move about by themselves. But instead, no less than 850 wounded men descended upon the wards, not all of them ambulatory by any means, but many with serious injuries such as gunshot wounds or frost-bite sustained during the bitter fighting in North Korea.

Navy officers today have been lavish in their praise of nurses like these. There was a time, however, when praise for the Navy Nurse Corps was a good bit harder to come by. Many male officers were not at all convinced that women in uniform would be a good thing for the service. Wouldn't separate quarters have to be provided? Wouldn't the hospital apprentices and hospital stewards, all of them men, resent the presence of women? Would they take instruction from a woman? How about the patients, how would they react?

Some of these early misgivings are voiced by Captain Richard C. Holcomb (MC), USN, in his book, "A Century with the Norfolk Naval Hospital." "There was always an attitude of doubt as to whether this plan (the plan to introduce female nurses into the Navy) would work in a hospital without a single female patient, distinctly a man's hospital; in fact, made up of sailors who had always done their own laundry, tailoring and mending, cooking and chambermaid-holy-stoning. It seemed to old timers

as if the good old days were coming to an end."

Congress had not taken kindly to the idea at first, either. Although the Army Nurse Corps had been established in 1901, a bill to establish a similar corps for the Navy was defeated once in 1903 and again in 1904. However, in 1908, at the urging of the Navy's Surgeon General, Rear Admiral Presley M. Rixey, Congress passed the act which authorized its establishment. The act read: "The Nurse Corps (female) of the United States Navy is hereby established and the superintendent, chief nurse and nurses shall respectively receive the same pay, allowances, emoluments and privileges as are now or hereafter shall be provided by or in pursuance of law for the Nurse Corps of the Army."

Surgeon General Rixey was elated by the passage of the act and set about immediately to induct the first 20 nurses into the Navy. This group, chosen after a stiff, three-day examination from 40 applicants, was later dubbed the "Sacred Twenty." The pattern was set for "an efficient proud corps" of nurses. The original term of service was for three years and the pay amounted to the grand sum of \$40 a month for duty within the U. S. and \$50 for the duty outside the continental limits. Increases in pay were to be given after each three years of service. Each nurse, then as now, had to be a registered nurse and a graduate of a recognized school of nursing.

Several of the Sacred Twenty had previously served in the Army Nurse Corps in the Philippine Islands. Esther V. Hasson, whose father, a doctor, had died fighting Yellow Fever in Cuba, was appointed the Corp's first superintendent.

With the advent of these trained women, Navy nursing took on a professional character. This woman in the stiff-starched white uniform not only knew her business of nursing but she was patient enough to explain its details to the steward and the hospital apprentice. Moreover, a woman's smile seemed to work wonders for the morale of the patients. Many doctors, frankly skeptical at first, were soon won over.

By 1909, one year after its inception, the Nurse Corps numbered 44 women and the list of naval hospitals employing nurses had swelled to four as women in white made their appearance at Norfolk, Annapolis, Brooklyn, and Mare Island. In 1910,

DURING OPERATIONS, Navy nurses stand by to assist doctors. They pass sterilized instruments, sutures, dressings, to operating surgeons as required.







PROTECTIVE covering is carefully slipped over bandaged right arm of Korean casualty Charles Mathieu, CPL, USMC, by LTJG Shirley Dobbs, NC, USN.

the first nurses to be assigned overseas went to the Philippine Islands and soon afterwards in rapid succession to Guam, Hawaii, Yokohama, Samoa, the Virgin Islands and Cuba. Navy nurses were the first to organize native nurse groups at three of these: Guam, Samoa and the Virgin Islands.

At these outposts, the nurse usually found that her job was a two-fold one:

- To administer to hospitalized men and native citizens.
- To teach everyday public health to the natives.

For example, when the Navy took over Guam from the Spanish at the turn of the Century, health officers found themselves faced with a serious leprosy problem. Through ignorance on the part of the natives, lepers were allowed to roam about the island at will. An educational campaign was launched and carried out largely by the nurses. As a result, leprosy on Guam has been greatly reduced and families have been taught to surrender diseased persons so that they can be segregated and treated.

When World War I broke out, 190 nurses were on active duty. Shortly after America's entry into the war, Navy nurses were sent to base hospitals in England, Ireland, Scotland and France. In France they had been preceded by several of their number who had volunteered for overseas duty and had been sent out with the

American Red Cross. At war's end, the Corps had expanded to 1386, of which many were members of the newly formed "Naval Reserve Force." During the war four Navy nurses were awarded the Navy cross, three of them posthumously, for extraordinary heroism.

During the Twenties and Thirties came consolidation for nurses as for the rest of the military establishment. The Corps diminished in size but broadened in scope. In 1918, the first nurses to be assigned to duty aboard

a troop transport sailed to France with President Woodrow Wilson.

In 1920, the first *bona fide* nurses to serve aboard a hospital ship reported to the *uss Relief* (AH 1). (During the Civil War, in 1865, Catholic nuns of a nursing sisterhood served aboard the Union Hospital ship *Red Rover* with the approval of the Navy Department, but they were not classed as military nurses.)

In 1922, an educational program was started and nurses were able for the first time to take post-graduate study in dietetics, laboratory technique, anesthesia and tuberculosis nursing. Today laboratory technique and physical therapy have been dropped from this list, but courses in flight nursing and nursing supervision, instruction and administration have been added.

In World War II, Navy nurses played a full—and sometimes hazardous—role. Five of them were captured when the Japanese descended upon Guam, and were sent to a military prison in Japan. They were later repatriated.

Nurses were serving in the hospitals at Pearl Harbor and Kaneohe and aboard the hospital ship *uss Solace* (AH 5) in the harbor when the enemy attacked that fateful Sunday morning in 1941.

Eleven other nurses, captured at Manila, suffered 37 months of internment at Santa Tomas before they were finally liberated. Another, Ann Agnes Bernatitus, boarded the last



'SACRED TWENTY'—Here's an old photo of the first Navy nurses. They signed up for three years and received pay of \$40 monthly stateside, \$50 overseas.





**NURSES** don't spend all their time in operating rooms or hospital wards. Here, a Navy nurse carefully checks the medical records of her patients.

submarine to leave Corregidor after working to the final hour aiding doctors as they operated on some of the most serious casualty cases on the Rock. For this feat, she became not only the first Navy nurse to be awarded the Legion of Merit but also the first member of the U. S. Navy, male or female, to receive the newly authorized medal.

Ironically enough, the Corps has lost more nurses as an indirect result of the war in Korea than it did during the whole of World War II. One nurse, Lieutenant Wilma Ledbetter,

died of exposure and shock when the hospital ship *uss Benevolence* (AH 13) sank in September 1950. (The *Benevolence*, on a shakedown cruise after being recommissioned, capsized after being rammed by a freighter within sight of San Francisco's Golden Gate.)

Scarcely a month later, 11 nurses met their death in the crash of transport plane at Kwajalein. The plane was to take them to Japan where they were to have given needed help to the nurses already there. But considering the fact that the Corps has sent nurses

abroad in three wars, its own losses are not out of proportion.

Today, with the need for rapid expansion of the Regular Corps fulfilled, the Nurse Corps depends on the appointment of officers from the Nurse Corps Reserve to fill its ranks.

Any woman between the ages of 21 and 40 who is a graduate of a recognized school of nursing and is currently registered as a graduate nurse in a state or the District of Columbia may apply for a commission in the Nurse Corps Reserve.

If accepted, the Navy will appoint her an ensign, lieutenant (junior grade) or lieutenant (NC) USNR, depending upon how much experience she has. Three years practical experience is required for a lieutenant (junior grade), six for a lieutenant. When appointed, she may volunteer for active duty if she wishes.

After serving six months on active duty, the USNR nurse may then apply for a commission in the Regular Navy if she meets the additional qualifications. These qualifications are outlined in BuPers Instruction 1120-12 which summarizes the Regular Navy Augmentation Program through which the Regular establishment adds to itself from the Reserve ranks through selection boards twice a year.

Subsequent promotions in the Regular Corps depend upon the nurse's length of service, education, experience, professional qualifications, aptitude and fitness for military nursing. Incidentally, it is the policy of the Nurse Corps not to send a nurse overseas, either to a base hospital or a hospital ship, until she has spent at least two years in Stateside ward work. This rule, moreover, has not been broken during the Korean fighting.

But whether she is a Regular or a member of the Reserve on active service, the Navy nurse gets a personal and very real satisfaction and deep sense of accomplishment from the knowledge that she has helped an injured man find the road to recovery or has aided a sick man regain his health.

If she can snatch a moment for reflection from her busy duties in the ward, she can take modest and understandable pride in the fact that it is nurses like herself that permit the Navy to assure its fighting men the finest nursing care available to any military organization.



**WARD DUTY** is one of the most important tasks of any nurse. Here, two Navy nurses 'go the rounds,' making their patients more comfortable.



# LETTERS TO THE EDITOR

## Separation Report Needed for MOP

SIR: I recently sent a letter to the Civil Readjustment Office, Ninth Naval District, Great Lakes, Ill., requesting them to send me a copy of my "Report of Separation, DD Form 214" which I need to draw my Mustering-Out-Pay.

They replied that according to instructions received from the Bureau of Naval Personnel personnel on active duty will not need their Form 214 to get their MOP. If this is correct, what do I do now?—L. R. G., YN2, USN.

• *Navymen who are currently on active duty and who were previously separated between 27 June 1950 and the date of receipt of AlNav 33-52, and who have never received a "Report of Separation from the Armed Forces of the United States" (DD Form 214), or who have lost their original copy of such form, may submit their claim for mustering out pay in letter form to the Chief, Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, via their commanding officer and the Chief of Naval Personnel. The letter should be accompanied with Supplies and Accounts Form 550. This form should be altered by having the words "since 6/26/50" added after "Alaska" in the Veterans Certificate.*—Ed.

## Involuntary Extension of Reservists

SIR: A group of us wonder if there are any plans to reduce the involuntary extension of enlistments of both active-duty and inactive-duty Reservists.—S. S. G., QMS1, USNR.

• *Reservists whose enlistments were involuntarily extended for one year under Executive Order 10270 of 6 July 1951 are still required to serve the full one-year extension.*

*Here's a brief on BuPers Inst. 1910.5 (24 Nov 1952)—the current directive on separation of active duty Naval Reserve enlisted personnel. They will be separated on the completion of from 12 to 24 months active duty depending on their status when recalled to active duty (i.e., whether Fleet Reservists, veterans not receiving drill pay, veterans receiving drill pay, etc.)*

*Those whose enlistments were extended become eligible for separation when they complete the number of months active duty listed in the circular letter—or on the date of expiration of enlistment as extended, whichever is the earlier date.*

*Reservists not recalled to active duty whose enlistments have been involuntarily extended will be discharged on the extended date of their expiration of enlistment.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Advancement of CAD USNRs

SIR: (1) Are the results of the service-wide competitive examination for pay grades E-4 through E-6 for continuous active duty (CAD) personnel valid for six months or for one year?

(2) Another question concerns the person who, as the result of an examination, has been advanced in rating in a CAD billet. Can he, two months after his advancement and prior to the next scheduled examination, elect to be discharged from the Naval Reserve and reenlist in the Regular Navy in the same rate and use the same examination as his qualification?—E. R., PN2, USNR.

• *The district commandant or Chief of Naval Air Reserve Training determines the policy regarding how long service-wide examinations for advancement of CAD personnel to pay grades E-4 through E-6 are valid.*

*BuPers establishes the requirements for the advancement of CAD personnel, but the examination, determination of who should be advanced and the actual advancement, are under the cognizance*

*of the naval district commandant or Chief of Naval Air Reserve Training for pay grades E-4 through E-6.*

*Once a person has been advanced in rating in a CAD billet, having passed a service-wide competitive examination, he can, at a later date, elect to be discharged from the Naval Reserve and reenlist in the Regular Navy using the same examination as his qualifying examination. No limiting dates were specified where-in these examinations would be considered invalid for purposes of substantiating qualification for Regular Navy service.*

*The substantiating examination is only one part of the authority for enlistment in the Regular Navy.*—Ed.

## Letters to Be Sent Via CO

SIR: When an enlisted man writes a letter to the Chief of Naval Personnel does he have to send it through the chain of command? I have an idea the UCMJ allows us to write direct.—W. W. R., CE2, USN.

• *You send your letter through your CO. Article B-1105 of BuPers Manual says in part: "Any person in the Navy making an official communication of any kind to the Chief of Naval Personnel or to any superior authority other than his immediate commanding officer, except as provided for in Navy Regulations, shall send the communication unsealed to his commanding officer, to be remarked upon by him and forwarded."*—Ed.

## Occasions For Displaying the U.S. and U.N. Flag

SIR: Can you tell me what the current regulations are concerning the display of the United Nations flag?—M. J. C., BM3, USN.

• *The blue and white flag of the United Nations is now being flown, on appropriate occasions, by U.S. Naval ships and stations whenever authorized to display the flag. It is then displayed in the same manner as a foreign ensign is displayed during the visits of a foreign President or Sovereign.*

*The policy established for the armed forces of the U.S. is that the U.N. flag will be displayed only upon occasion of visits of high dignitaries of the U.N. while in performance of their official duties with the U.N. It also may be displayed when authorized on other special occasions in honor of the U.N.*

*When the U.N. flag is displayed with the U.S. flag, both flags will be of the*



UNITED NATIONS flag has background of light blue; UN seal is in white.

*same approximate size and on the same level. The U.S. flag will be placed in the position of honor on the right, the observer's left. Regulations which prescribe display of the U.N. flag and foreign ensigns are in "U.S. Naval Flags and Pennants" DNC 27.*—Ed.



## Is My Name Still on SDEL List?

SIR: A year ago I sent in a request to BuPers for shore duty. Soon afterwards, I was notified that my name was on the Shore Duty Eligibility List.

Six months ago I was ordered (not by BuPers) to duty in a carrier being recommissioned. Now I wonder if my name is still on the SDEL. I have heard that being assigned to a newly recommissioned ship means that your name is taken off the SDEL.—R. A. S., BM2, USNR.

• Your name is still on the SDEL for consideration. Names of men placed on the SDEL remain on the list for consideration until one of these three things happens. (1) They are ordered to a normal tour of shore duty. (2) They are discharged from the naval service; or (3) They submit a request in writing for removal from the list.

However, men assigned to either a newly constructed ship or a reactivated ship are not considered available for assignment to a normal tour of shore duty until the ship has been in commission for at least six months.—Ed.

## NSLI Grace Period After Separation

SIR: I'm a World War II veteran who was recalled to active duty. My NSLI term policy is now under waiver. Now that I am about to be discharged, I want to pick up my policy again. I realize that my first premium is due 120 days after I get out of service. But, in case I need additional time, will I have the regular 31-day grace period, after that time, to pay it? —T.R.P., DC1, USNR.

• Yes, the regular 31-day grace period is allowed for payment of your first premium, providing the term covered by your policy doesn't lapse within the 120 days allowed after your separation from service. If your policy should lapse within the 120 days, you will then be allowed the regular 31-day grace period beginning the day your policy lapses.—Ed.

## Training in Gas Turbines

SIR: I am interested in attending the Navy's school for gas turbine engines. Can you tell me if such a school is established and if not, does the Navy plan such a course. If this training is available how would I submit a request for the school —E.S., ENC, USN.

• A course on the Boeing Gas Turbine Engine, Model 502-6, is being added to the courses conducted at the Naval School, Enginemen, Class C-1, located at U. S. Naval Training Center, Great Lakes, Ill.

EN3s and above are eligible to attend. Requests should be submitted to your Service Force Commander via the chain of command. However, it is not anticipated that quotas will be generally available prior to 1 Mar 1953.—Ed.

## No 'Swap Duty Stations' Column

SIR: I am on an East Coast destroyer and would like to swap with any seaman (radioman) on a West Coast destroyer.—H.P.R., RMSN, USN.

• (Your letter was one of the 15 or 20 letters received monthly that concern transfers in exchange. It was picked at random and we print this to save other sailors stationery, stamps and writing time.

Were ALL HANDS to run a "Swap Duty Stations" column for those desiring transfers in exchange, its "Letters to the Editor" column could contain little else. Actually, only a small proportion of such requests for transfer in exchange are approved.

This type of transfer is approved only in exceptional cases. There must be little or no transportation involved. Both men must have the same rate and special qualifications. You must also have approximately the same obligated service and rotation tour date as your opposite number. Furthermore, such transfers must be in accordance with existing policies governing transfers and must meet the approval of the COs of both men.

Other general information on requests by EMs for change of duty can be found in Article C-5203 of the BuPers Manual.—Ed.

## Requirements for OCS Appointment

SIR: I would like to know if I am qualified for the OCS program. I served in the Regular Navy between May 1946 and February 1948. I enlisted in the Naval Reserve in July 1949 as seaman and volunteered for active duty in September 1952. I attended college for three years and have an associate mechanical engineering degree. The following year I attended a state university for further ME study and now have a total of 120.5 semester hours credit.—C.F.P., SN, USNR.

• Graduation from an accredited college or university with a baccalaureate degree is the basic educational requirement for enrollment in the U. S. Naval School Officer Candidate School program. Inasmuch as you indicate that you do not meet this requirement, you are not eligible to be considered for appointment under this program.

The Naval Aviation Cadet program, however, which has somewhat lower educational requirements, is open to enlisted men serving on active duty. The NavCad program is explained in ALL HANDS, September 1951, p. 41, and February 1952, p. 9. For details on a new officer candidate program, refer to ALL HAND, December 1952, p. 52. Complete information concerning your eligibility for the NavCad program and method of submitting an application may also be obtained from the Information and Education Officer of your ship.—Ed.

## 'Mighty Nav' Does Big Job

SIR: We, the crewmen of *uss Navasota* (AO 106) read with interest an article in the December 1951 issue of ALL HANDS about oilers in Korea. We wondered about one thing, however. You mention in the article that *uss Cacapon* (AO 52) serviced 267 "ships of the fleet" in six months. Do you mean "completed 267 fueling operations?"

During a five-month period commencing April 1951 and ending that August, we had 228 fueling operations, but look as we might we couldn't find 228 ships around to fuel—and we've refueled every ship we knew of out here except *uss Missouri* (BB 63).

Incidentally, we believe the "Mighty Nav" to be untouchable when it comes to time spent out here, fueling operations participated in, firing on the beach and invasions participated in.

In our first two tours, we completed 407 fueling operations, off-loading 50,000,000 gallons. We were the only oiler to make the invasion at Inchon. Also, we believe ourselves to be the first or only oiler to have participated in the bombardment of Korean soil.

We are the first oiler to have completed (up to November 1952) a third tour of duty out here and we were the only oiler with the Seventh Fleet in the early months of the war. —"The Original 50 from 1950," *uss Navasota* (AO 106).

• Yes, the article was talking about "267 fueling operations" rather than about 267 different vessels. From the figures you give, it looks as though both *Navasota* and *Cacapon*—as well as all other oilers—put in plenty of fueling hours with the fighting fleet.—Ed.

## L-4 Physical Classifications

SIR: When I enlisted in the Navy I was classified as L-4 because of defective vision. I would like to know what the Navy's policy is concerning assignment to future billets of persons classified L-4.—G.F.N., ETSA, USN.

• Bureau of Naval Personnel Manual, Art. C-5210, states that personnel assigned a physical classification of L-4 and retained on active duty are disqualified for duty aboard combatant vessels, duty involving flying, submarines or auxiliary vessels, but are qualified for foreign shore or U. S. shore duty.

When you are reported available for reassignment to other duty, your assignment will be based upon the foregoing limitations and the needs of the service.—Ed.

## Flight Training Under Korean GI Bill

SIR: How is Korean GI Bill entitlement used up in the case of veterans taking flight training? —T.R.P., DC1, USN.

• For flight trainees, entitlement is used up at the rate of one day for each \$1.25 paid to them as education and training allowances.—Ed.

## Retirement Pay for Reservists

SIR: Upon completion of 20 years service in the Naval Reserve, at which time I will be 62 years of age, will I be eligible for retirement pay? — L.E.H., PNICA(T), USNR.

• Yes, providing you have met other requirements of the law. To be eligible to receive retired pay under Public Law 810, 80th Congress, as amended, all of the following conditions must be met:

You must file an application for retirement benefits (they are not awarded automatically). You must have attained the age of 60 years on or prior to the date retirement is to be effective. A minimum of 20 years of "satisfactory Federal service" as a commissioned officer, warrant officer, flight officer, or enlisted person must have been served in one or more components of the United States Army, Navy, Air Force, Marine Corps, Coast Guard or in any Reserve components of these organizations. You must not be eligible for or receiving any other retired pay for military service. The last eight years of qualifying service must have been served in one or more Reserve components of the armed services. If you were a member of a Reserve component on or before 15 Aug 1945, you must have performed active Federal service during a portion of one or more of the following periods: 6 Apr 1917 to 11 Nov 1918, and 8 Sept 1940 to 31 Dec 1946.

Prior to 1 July 1949, each year of Reserve service (not necessarily continuous) in any of the components referred to above is considered to be a year of satisfactory Federal service for the purpose of establishing eligibility to receive retired pay under Public Law 810.

On and after 1 July 1949, you must accrue a minimum of 50 points of credit in an anniversary year in order for that year of service to be considered a year of satisfactory Federal service for retirement purposes under Public Law 810. — Ed.

## USAFI Test for NavCad Applicants

SIR: Recently I passed the USAFI 2CX college level test and am now interested in applying for the Naval Aviation Cadet program. My GCT/AIR score stands at 112, however. I have been advised that this is too low; that 120 is the minimum. What is the answer, please. — W.F.S., AFL, USN.

• If you have satisfactorily completed the USAFI 2CX you are educationally eligible to apply irrespective of standard classification test scores.

There are three levels of educational qualification. Having passed the USAFI 2CX, you will be interested in the one calling for two full years of passing work at an accredited college or university. Passing the USAFI 2CX is considered the equivalent of that two-year requirement. — Ed.



USS CONSTITUTION, built from different plans, was longer and wider than Constellation. She, too, was authorized by Congress in 1794.

## Two Famed Sailing Ships Were Kin, But Not Sisters

SIR: The Book Supplement of the November 1952 ALL HANDS — "Navy Ways in Old Sailing Days" — contains what I believe to be an error. You call the frigate *Constellation* "a sister ship of the famed *Constitution*."

Looking over books I have on the subject, I find that *Constitution* was about 12 feet longer and three or four feet wider than *Constellation*. Also, *Constitution* was rated as a "44," *United States* and *President* were her sister ships. On the other hand, *Constellation* was rated as a "38." Her sister ship

was *Congress*. — C.N. Barnum, CDR, USNR.

• ALL HANDS finds itself caught in what seems to be a popular misconception. You are correct in pointing out that the well known frigates *Constitution* and *Constellation* were not sister ships.

Although they were in fact launched within 44 days of each other in 1797, they were constructed from different plans. *Constitution* and *Constellation* were two of the six frigates authorized in 1794 by Congress. — Ed.



USS CONSTELLATION is shown lying at anchor at the Naval Academy. This vessel was one of six frigates authorized by Congress in 1794.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *Commanding Officers, Destroyer Escorts, Annual Dinner* — The fourth annual dinner for DE CO's will be held at the New York Yacht Club, New York City on 2 Apr 1953. Those interested, contact S. R. Jackson, Chambers & Jackson, 1450 Broadway, New York, N. Y.

• *LCI (L) Flotilla One* — A reunion of all officers of LCI (L) Flotilla One will be held in Pittsburgh, Pa., on 6 and 7 Feb 1953. For information, write to Ray D. Anderson, 2624 Fairview Road, Raleigh, N. C.; or Gene Jannuzi, Jones & Laughlin Steel Corp., 401 Liberty Ave. Pittsburgh, Pa.

• *uss Bryant (DD 665)* — All hands who served in *uss Bryant* during World War II and are interested in holding a second annual reunion

this summer, please contact Henry W. Isleib, 10 Maxwell Court, Mains Avenue, Syracuse 7, New York.

• *NAS Atlantic City, N. J.* — A reunion is being planned for all members of the original ship's company who were stationed at the Wiltshire Hotel and those who served aboard after the Station's commissioning. Interested members should contact Charles Ellenbart, 825 Linden Ave., Pleasantville, N. J.

• *uss Chicago (1917-1919 crew)* — The 33rd annual reunion dinner will be held on Saturday, 11 Apr 1953, at McCallisters in Philadelphia, Pa. For reservations contact Mr. Paul A. Kline, 1520 N. Conestoga St., Philadelphia, Pa. Phone: Trinity 2436.

• *78th Naval Construction Battalion USNR* — All Hands who served with this unit and are interested in holding a second reunion, please write to Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

## Medals Earned in Far East Service

SIR: I was attached to a patrol squadron (VJ-43) from March 1948 to April 1949. Of that period, I spent two months in Japan with the Yokosuka detachment of the Squadron. Upon returning to the U.S. no mention was made about eligibility for the Navy Occupation Ribbon or the China Service Ribbon. Would you tell me if any changes have been made in regard to these awards?—R. N., HMI, USN.

• *To date, the Bureau of Naval Personnel has received no authorization to include the patrol squadron you served with in the list of units creditable for the Navy Occupation Service Medal or the China Service Medal.*—Ed.

## Policy on Release of FRs

SIR: Can you tell me when the Navy will cancel Alnav 73-50 which orders the retention on active duty of personnel transferred to the Fleet Reserve? I've heard the word that it will be cancelled about 1 Jan 1953. Is that right?—W. J. B., BMKC, USNR.

• *Personnel transferred to the Fleet Reserve and retained on active duty for 24 months may now be released to inactive duty in accordance with the release dates outlined in BuPers Inst. 1910.5 (24 Nov 1952).*

The Navy's basic policy and schedules for release to inactive duty of FR's is outlined in ALL HANDS, January 1953, p. 46. The instructions governing the separation of all other enlisted personnel on active duty in the Regular Navy or in the Naval Reserve program as originally provided for by BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952), superseded by BuPers Inst. 1910.5, is the same as announced in ALL HANDS, June 1952, p. 45.

All active duty performed subsequent to transfer to inactive duty in the Fleet Reserve is creditable for computation of retainer pay.—Ed.

## Ambiguity Concerning Precedence

SIR: After looking over the first part of the Precedence chapter (Chap. 2) of the BuPers Manual, I have a question. Is the date of advancement the only factor governing seniority among Regulars and active duty Reservists?

The way I read it, *BuPers Manual* gives the date of advancement as the date of seniority. It is difficult to see how a man with broken service and long periods between periods can be senior by virtue of an early date of advancement.—C. C. W., AD1, USNR.

• *This part of the BuPers Manual is now undergoing review with a view toward eliminating some of the ambiguity which arose from the elimination of right*

*arm rates. Consideration is being given to the problems of broken service and inactive duty service in determining seniority.*

*Any decisions reached in this review affecting the question of precedence and seniority among EMs, will be carried in future issues of ALL HANDS.*—Ed.

## How Many Navy POWs?

SIR: Could you answer a question that has come up many times in various discussions between ex-POWs, namely, how many Navy personnel were taken prisoner by enemy forces during World War II?—H.K.M., CHMACH, USN.

• *A total of 3,348 navymen were taken prisoner during World War II.*—Ed.

...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



## 0-1-ers May Rejoin Drill Units

**SIR:** I am a Naval Reservist completing a 22-month tour of active duty. At the time of my recall to active duty I was a member of the Organized Reserve in a drill pay status.

Upon release from active duty I wish to re-join a Reserve unit in drill-pay status. I would like to know whether I have "re-employment rights" in the Naval Reserve or would I have to wait for a billet in the unit I wish to join? — R. W. T., AFCA, USNR.

• In most Reserve units the question of "re-employment rights" has not become a problem as sufficient vacancies normally exist.

However, several steps have been taken by BuPers to facilitate the return of former Organized Reservists to their units.

Age waivers to permit former Organized Reserve enlisted personnel to rejoin their units after completion of a tour of active duty will now be granted under certain conditions.

To assist Reservists who return from active duty who find themselves unable to participate in Reserve training because of restrictions in allowances, commandants of naval districts and of the Potomac River Naval Command have been authorized to approve at their discretion deviations from allowances within certain limitations.

Four national quota surface divisions have been activated as a means of providing billets for Naval Reservists returning from active duty.

Details of these moves may be found in BuPers Reserve Instructions 1306.4, 1306.9 and 5400.5, respectively. — ED.

## Dungarees and Aviation Greens

**SIR:** (1) We are having an argument at this station regarding the year black marking fluid was replaced by white marking fluid for stenciling dungarees. Can you give us the date?

(2) Is it permissible to wear ribbons on the Aviation Winter Working Uniform?

(3) Where can I obtain a copy of the *Manual for Decorations, Medals and Awards* for my own use? — R. M. F., AMC, USN.

• (1) A change to Uniform Regs (1947 edition) dated 21 Sept 1950 prescribed that dungarees be stenciled with white marking fluid. Up to that time, black marking fluid was prescribed.

(2) Ribbons are not authorized on the Aviation Winter Working Uniform.

(3) The full title of the manual you mention is *Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps and Coast Guard, 1861-1948* (NavPers 15,790 Rev.) You can purchase a personal copy from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C. Price is 75 cents. — ED.

## Navy Vet Queries Deck Gun Designation

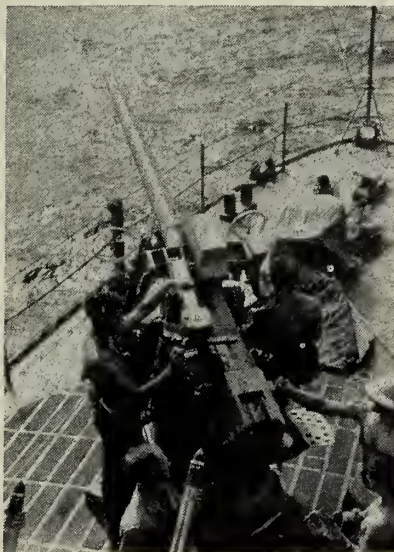
**SIR:** During World War II I served as a "hot shellman" on a 3" 50. If my memory is correct that stands for "three inch, 50 caliber". I get in many arguments about this designation. Could you give me the exact description of our 3" 50 caliber dual purpose gun? — E. H. Jr., ex-USN.

• The weapon you refer to is a three-inch, 50-caliber gun. This means that the inside diameter of the gun barrel's base is three inches and the gun is 50 "calibers" long. The word "caliber" refers to the inside diameter of a gun barrel, which in this case is three inches. Therefore, a three-inch gun, 50 calibers long is 50 x 3 inches, or 150 inches long.

You will recognize this when you think of such familiar small arms as

the .22, .38 and .45 caliber guns and recall that the diameter is in fractions of inches. In large Navy guns we state the diameter in inches and say the gun is so many calibers long. If you multiply the second figure (50 in this case) by the caliber (diameter) you can get the length of any gun barrel.

The Navy at present uses several Marks or types of 3-inch 50 guns. The type with which you are familiar is probably the Mark 22 which is a hand-driven mount, or the Mark 26 which is power-driven. The more recent types have a much higher rate of fire because of semi-automatic loading. They come in either single or twin barrelled mounts and remotely trained and elevated by advanced types of gun fire control systems. — ED.



GUN CREW mans forward 3-inch gun on PC boat during World War II. Right: Marine sergeant gives instruction in use of 45-caliber pistol.

## The Prefix "E" Explained

**SIR:** I have referred to two publications to try to determine the classification of USS Mississippi. The first publication, OpNav 3111.14, states that she is "EAG" 128. A BuSanda publication states that the ship is "AG" 128. I would like to know which one is correct and the effective date that the classification was established. — K. H. N., PN3, USN.

• The correct classification of USS Mississippi is "AG" 128. The prefix "E" is used in organizations, operating plans and operation orders in compliance with SecNav serial 317P34 of 19 Feb 1946. The prefix signifies that "experimental modifications require checking of present characteristics before assignment to a task for which the normal characteristics of a vessel are required."

In the case of "Ole Miss", the former BB 41 launched in 1917, she is now

being used as a gunnery and guided missiles test ship. Each new mount the Navy develops is installed on her for a realistic test of its capabilities.

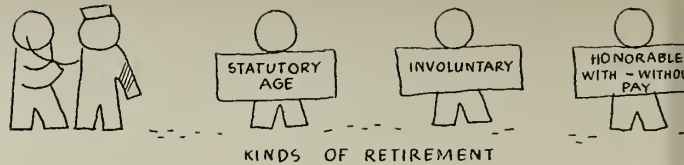
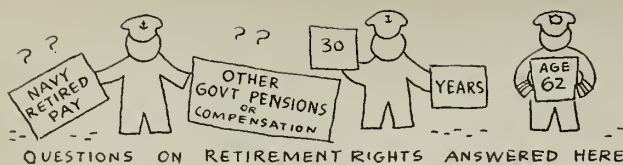
The prefix "E" is a special designation and does not constitute change of classification. The "AG" prefix is the ship's classification and designates Miscellaneous Auxiliary. The numeral following the prefix is the hull number. — ED.

## Ships' Models

**SIR:** Several years ago models of battleships were sold on board ship. Can you tell me where I can purchase a model of USS Iowa (BB 61)? — B. M. B., BTC, USNR.

• Models of Navy ships can often be purchased from a number of hobby and model supply shops and department stores in many localities. The Navy does not have models for sale. — ED.





# Rights and Benefits of Retired Navymen

Retirement is the final phase of a Regular Navyman's career. With it comes many rights and benefits he has earned after years of faithful and honorable service.

Hence, an understanding of retirement and veterans' benefits is of personal interest and importance to every member of the Regular naval service.

In addition to the retired pay drawn each month, there are many other benefits for retired officers and enlisted men—some offered by the Navy, others by the Veterans Administration, others by Federal and State agencies.

To help you toward a better understanding of the complex regulations governing these benefits, here is a roundup of information on the various types of retirement and the current administrative procedures and directives concerning persons now being retired from the naval service.

Following the brief definitions of the different types of retirement, each of the more important veterans' benefits is summarized. Only a general discussion of these benefits is possible, however, because much of this material is highly technical. Individual situations can best be handled through consultation with the Civil Readjustment Officer of your naval district.

Generally speaking, a veteran must choose between retired pay and VA compensation—he cannot receive both. (See detailed discussion below.)

## RETIREMENT

There are a number of types of retirement with several avenues open to reach each one. Basic information on the various retirement conditions is outlined in BuPers Circ. Ltr. 20-51 (NDB, January-June 1951).

Here are the definitions of each type of retirement:

### Voluntary Retirement

An *enlisted person* in the Regular Navy who has completed 30 years in active Federal service may, upon his application, be placed on the Retired List of the Regular Navy.

A *temporary officer* has status as a permanent enlisted person and as such he is eligible for retirement on completion of 30 years' service. (Requests for reversion by such temporary officers to their permanent enlisted status for the purpose of transfer to the Fleet Reserve are not currently being granted.)

For *permanent officers*, here are the regulations at the present time: BuPers Inst. 1801.1 explains revised regulations concerning the voluntary retirement of *permanently commissioned officers* of the Regular Navy and

Marine Corps. These regulations were established in the Department of Defense Appropriation Act of 1953, and amendments thereto, which prohibit the retirement with pay of officers except under the following conditions:

- Upon reaching the age of 62 years, the same age as specified by law for involuntary retirement.
- When an officer is unfit to perform the tasks of his grade and office by reason of physical disability incurred in line of duty.
- Upon written application, requiring approval of the Secretary of Defense, in cases of individual hardship or in the "best interest of the service."

This law applies to the voluntary retirement of all officers including and above the rank of CWO.

The law has no effect, however, upon the transfer to the Fleet Reserve of enlisted personnel who have served a minimum of 20 years' active service, nor does it change existing regulations concerning the *involuntary retirement* of officers. (Restrictions in voluntary retirement of Regular officers with less than 30 years' service contained in Alnav 83-50 are still in effect.)

### Statutory Age Retirement

Officers of the Regular Navy who attain the age of 62 years shall be placed on the Retired List.

There is no statutory age limit for enlisted men of the Regular Navy. They may serve as long as they are able to perform satisfactorily the mental and physical requirements of their ratings.

### Involuntary Retirement

There are specific provisions in the Officer Personnel Act of 1947 for involuntary retirement of Regular officers who, at the expiration of specified periods of service in certain grades, are in a "nonselection status."

### Retired Reserve (formerly Honorary Retirement)

Honorary retirement applies to officers of the Naval Reserve who are found "not physically qualified" for active service, are over-age in grade, or who have reached age of 64. They shall, at the discretion of the Secretary of the Navy, be placed in the "Retired Reserve of the Naval Reserve" *without pay*. Any member of the Naval Reserve who has completed 20 years' *satisfactory federal service* will be transferred to the Retired Reserve upon his request and at age 60 becomes eligible for retired benefits. If he has completed 20 years *active service* of which 10 of the last 11 years have been continuous he can be retired *with pay*.

### Fleet Reserve Retirement

Enlisted members of the Fleet Reserve are placed on

## PRIVILEGES AND RESPONSIBILITIES



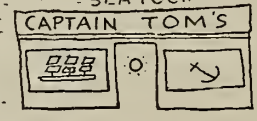
VACATION AND PAY TOO



READINESS IN EVENT OF WAR



WEARING UNIFORM



USE OF NAVY TITLE



the Retired List upon completion of 30 years' combined active and inactive service. Application to be placed on the Retired List is not necessary; transfer to the retired list after 30 years' service is automatic. The Fleet Reservist may be placed on the Retired List at any time (after a physical examination) the Bureau of Medicine and Surgery and the Bureau of Naval Personnel determine that he should be transferred to the Retired List.

### Physical Disability Retirement

Physical disability retirements and separations of both officers and enlisted personnel are governed by the provisions of the Career Compensation Act of 1949, Public Law 351 (81st Congress).

If the individual is found unfit for active service, the Physical Evaluation Board establishes a percentage of disability based on current Veterans Administration rating tables. The member must have a disability rating of 30 per cent or more, not incurred as a result of misconduct, or must have completed 20 or more years of active service in order to be qualified for retirement pay.

Retired pay for both permanent and temporary physical disability retired members is computed by two methods. The member may elect to receive retired pay figured by either method, but his choice is final.

Computation of retired pay is figured in Method A by multiplying the percentage of disability by the monthly basic pay of the highest temporary rank or rating satisfactorily held as determined by the Secretary of the Navy, or, in Method B by multiplying the number of years of active service by 2½ per cent of the pay of the highest temporary grades satisfactorily held. Examples:

- A CPO has completed 20 years' active service. He has been recommended for a temporary disability retirement with a rating of 60 per cent. The chief's monthly basic pay is \$275.18. By Method A, his pay is multiplied by 60 per cent. This amounts to \$165.11 monthly gross retired pay. Computed by Method B, 2½ per cent of monthly basic pay (\$6.88) multiplied by 20 years would amount to \$137.60. He should choose pay figured by Method A.

If this chief had 30 years' active service and a rating of 60 per cent disability, his retired pay computed by Method A would be monthly basic pay of \$305.76 multiplied by .60; total \$183.46. But, it would be to his advantage in this case to elect retired pay computed by Method B, that is, 2½ per cent of monthly basic pay (\$7.64) multiplied by 30 years; total \$229.32.

The retired pay for both officers and enlisted men cannot exceed 75 per cent of monthly basic pay. If the chief's disability rating had been 100 per cent, his retired pay would be \$229.32 or 75 per cent of his monthly basic pay of \$305.76 at the time of 30 years' service.

- In the case of a lieutenant who served, say, 22 years and is retired for physical disability with a rating of 60 per cent, his retired pay, computed by Method A, would be \$275.65—60 per cent of monthly basic pay of \$459.42. By Method B, 2½ per cent of basic pay (\$11.485) multiplied by 22 years service; total \$252.67. He should choose pay computed by Method A.

An important point to remember is that in no case shall the pay of those members *temporarily* retired be less than 50% of monthly basic pay of highest grade.

### Determining Disability Status

Where the Physical Evaluation Board finding is that the disability is 30 per cent or more, and is permanent, the member may be *permanently* retired.

If the finding is that the disability is 30 per cent or more and *may* be permanent, he shall be placed on the *temporary* disability Retired List.

No member will continue in temporary retired status for more than five years, and during this time he shall be subject to periodic physical examinations not less than every 18 months. Any one of these examinations may result in restoration to active service, permanent retirement, severance, or continuation on the temporary retirement list to the maximum of five years.

### Retired Pay Accounts

The pay accounts of all retired personnel are carried in the Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio. All requests, inquiries and statements relating to retired pay matters should be addressed direct to that office.

Unless the person being retired requests otherwise, allotments for insurance will be automatically continued when a Navyman is transferred to the Retired List. All other allotments are stopped.

### Withholding Tax

Income tax is withheld by the Field Branch on retired pay where applicable. In general, *nondisability* retired pay is subject to income tax. Retired pay for physical disability is *exempt* in proportion to the percentage of disability at time of physical retirement. For example, refer to the chief petty officer's 30-year case mentioned above. He had 30 years' active service and received 60 per cent disability rating. He elected retired pay computed by method B (2½ per cent of basic pay multiplied by 30 years' service), a total of \$229.32. His 60 per cent disability retired pay amounted to \$183.46. The difference of \$35.86 would be subject to tax.

### PRIVILEGES OF RETIRED PERSONS

Here is a summary of the privileges (and obligations) of retired members of the Regular Navy which are *in*





## MEDICAL RIGHTS



addition to the "rights and benefits" offered by veterans' legislation and administered by the Veterans Administration and other Federal and State government agencies (see below).

- **Orders to active duty**—Retired officers and enlisted men are not required to hold themselves in readiness for active service although they may be ordered to active duty in time of war or national emergency by an Act of Congress. In time of peace they may not be ordered to active duty without their consent.

- **Military law**—Members retired with pay are at all times subject to the Uniform Code of Military Justice.

- **Uniform**—Retired persons not on active duty are entitled to wear the prescribed regulation uniform of rank or rating held at the time of retirement on appropriate occasions. Wearing of the uniform in connection with non-military personal or civilian enterprises, or activities of a business nature, is prohibited however. Retired persons in an inactive duty status in a foreign country shall *not* wear the uniform except when attending, by formal invitation, ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation, or by the regulations or customs of the country.

- **Use of Titles**—Retired persons are permitted to use their military titles in connection with commercial enterprises.

- **Commissary and officers' messes**—Navymen retired with pay may be accorded the privileges of armed forces commissary stores and post exchanges as well as Navy clothing and small stores and ship's service stores.

Privileges of Commissioned Officers' Messes Open are available to officers retired with pay. However, the privilege may be subject to the limitation of facilities.

- **Hospitalization**—Members of the naval service including the Reserve components receiving retired pay, except those who require hospitalization for a chronic condition and who were retired for a physical disability may be admitted to any naval hospital when in need of hospital care.

Those who require hospitalization for a chronic condition who were retired for physical disability and who have completed 20 years' or more active duty may be hospitalized in naval medical facilities for conditions other than blindness, neuropsychiatric disorder or tuberculosis. Other members with these conditions must obtain hospitalization from the VA if hospitalization at government expense is desired.

Retired members entitled to hospital care are also eligible for dental care, subject to the availability of dental facilities. They are also entitled to outpatient treatment

in naval medical facilities, and their dependents may be accorded the same privilege as dependents of active duty personnel.

## RIGHTS AND BENEFITS AS A VETERAN

Retired personnel frequently overlook the fact that they are *veterans* and, as such, entitled to the many benefits available to veterans. Some of them think that the receipt of retired pay is in itself a bar to most veteran benefits, or at least to the financial compensations which accompany veterans' benefits. Actually, the Veterans Administration does not consider retired pay as "income" and it is not taken into consideration in establishing eligibility for, or in computing the extent of, veterans' benefits.

Important changes have taken place in veterans' legislation since the outbreak of the Korean conflict. The Veterans' Readjustment Assistance Act of 1952, Public Law 550 (82nd Congress), generally called "the Korean G.I. Bill," provides many additional rights and benefits for naval personnel retired *any day after 27 June 1950* and prior to a date yet to be determined. Naval personnel retired prior to the Korean conflict date are not eligible, of course, for the benefits of the Korean G.I. Bill.

Retired Navymen should remember that other Federal and state legislation is still in effect providing certain additional rights and benefits to veterans of World Wars I and II. There are some such benefits too for peacetime service.

Here is a summary of the major rights and benefits available:

- **Employment**—If you are looking for a job, you are entitled to use the specialized counseling and placement services provided for all veterans by Federal and state law. State employment offices offer special veterans' counseling and every state has a veterans' employment representative assigned it by the U.S. Employment Service. A retired person may register with the appropriate state or local office or may contact the veterans' employment representative assigned to his locality.

Federal Civil Service Preference is allowed for active service during the period 7 Dec 1941 to 1 July 1955, both dates inclusive. The wife of a service-connected disabled veteran is eligible when the veteran is disqualified by his disability for Civil Service appointment along the general lines of his usual occupation. Also eligible are unmarried widows of veterans of service during the above period and certain mothers of deceased or service-connected, permanently, and totally disabled veterans with such service.

Non-disabled war veterans are entitled to a five-point preference in addition to their earned ratings in Civil

## RIGHTS AND BENEFITS AS A VETERAN





Service examinations. Disabled veterans are entitled to ten points. Certain widows and certain mothers also can be granted veterans' preference and in some cases, positions are limited entirely to those with such preference.

• **Dual Compensation**—The "dual employment" law does not apply to *retired enlisted personnel*. It also excepts those officers who are retired physically with a disability which was combat-incurred. In other words, such persons may draw retired pay and at the same time hold a Federal job.

Except for the foregoing, if an officer is retired for physical disability, he may take a Federal position, but while so employed he must waive all or that portion of his retired pay by which the aggregate of retired pay and civilian pay exceeds \$3000 per year. An officer who retired for reasons other than physical disability with retired pay of \$2500 per year or more may not be employed by the Federal Government, unless such employment be with certain designated agencies, or in certain elective or appointive positions.

The basic provisions of law underlying the right of retired officers to hold a civilian position or office with the Federal Government while receiving retired pay is the Act of 31 July 1894 (28 Stat. 205), as amended (5 U.S.C. 62), commonly known as the Dual Employment Statute. Retired officers who desire more detailed information on dual employment and compensation may get a copy of the "Reference Guide to Employment Activities of Retired Naval Personnel," by writing to the Bureau of Naval Personnel (Attn: Pers B5), Navy Department, Washington 25, D.C.

• **"G.I. Bills" Rights**—Persons being retired at the present time may be eligible to benefits under both G.I. Bills. Any retired person with service during World War II (16 Sept 1940 to 25 July 1947), regardless of his retired pay, may be eligible for the rights and benefits of the Servicemen's Readjustment Act of 1944, as amended, commonly known as the G.I. Bill. This law provides for loans and loan guaranties, education and job training, and readjustment allowances. Similar benefits are available under the Veterans Readjustment Assistance Act of 1952 (Korean G.I. Bill). In some instances receipt of benefits under one G.I. Bill affects or cancels entitlement under the other.

• **Loans**—The loan benefit under both G.I. Bills is identical since loan guaranty authorized for Korean Conflict veterans is simply an extension of the one provided for veterans of World War II.

The VA may guarantee or insure loans to (1) purchase, construct or improve a home, (2) buy a farm, stock, feed and seed, farm machinery and other farm

supplies and equipment, (3) buy a business or otherwise enable the undertaking of a legitimate business venture. Under certain conditions loans also may be guaranteed to liquidate delinquent indebtedness incurred in connection with the above.

The VA itself does not lend money where community resources provide four per cent loan financing. The retired person must make his own arrangements for financing through usual channels, such as banks, building and loan associations, public and private lending agencies or individuals. The VA then guarantees the lender against loss up to 60 per cent of a residential real estate loan (with a maximum guaranty of \$7500), or 50 per cent of other real estate loans (with a maximum guaranty of \$4000), or 50 per cent of non-real estate loans (maximum guaranty of \$2000). Direct home or farm house loans by VA, not exceeding \$10,000, are authorized until 30 June 1953, under certain conditions in areas where private capital is not available.

In addition to the loan guaranty, VA will also pay the lender, for credit to the veteran's loan account, an amount not to exceed \$160, equal to four per cent of the guaranteed \$4000 portion of the loan. This is a gift to the veteran and is not subject to repayment. In order to get a VA guaranteed or insured loan, the arrangement with the lender must be such that the loan will be fully repaid within (1) 10 years, if a non-real estate loan (2) 30 years, if a home loan (3) 40 years, if a farm real estate loan, and (4) five years, if an unamortized loan. VA's guaranty bears the same ratio to any unpaid balance as the original guaranty bears to the entire loan.

Veterans who have previously availed themselves of the loan guaranty as the result of an earlier separation may have their entitlement curtailed or canceled entirely, depending upon the particular circumstances.

The matter of loans and guaranties is highly technical and individuals who have used all or part of their WW II loan entitlement should consult VA before making any commitments based upon the assumption that they have any entitlement under the Korean G.I. Bill.

Where a veteran has purchased real estate under the WW II loan guaranty benefit and has since disposed of the property so purchased, entitlement to another loan under the Korean G.I. Bill may be available.

• **Unemployment Compensation**—In most cases eligibility for WW II Readjustment Allowances expired on 25 July 1952. Retired persons and other veterans now being separated are eligible for the special unemployment compensation benefits provided for under the Korean G.I. Bill.

The unemployment compensation benefit to eligible





## MORE VETERANS RIGHTS



DISABLED PERSONS REHABILITATION



VOCATIONAL AID



GUIDANCE BY VETS COUNSELORS

veterans is \$26 per week of unemployment (not to exceed 26 weeks) occurring after discharge but not earlier than 15 Oct 1952. There is no deadline for compensation payable under this provision of the Korean G.I. Bill for any week of unemployment commencing more than five years after the date set by the President or the Congress as the end of the Korean conflict period.

• **Education and Training**—The education provisions of the two G.I. Bills differ in several important respects. Generally, persons who are still entitled to WW II educational benefits will find these more advantageous than those offered by the Korean G.I. Bill.

Education under the WW II G.I. Bill must be commenced by 25 July 1951 or four years after discharge from the last period of active service commenced prior to 25 July 1947, whichever is later. Any person in active service on the deadline date applicable in his case for the initiation of training who has already commenced training but has been forced to interrupt it because of service will be permitted by the VA to reenter training within a reasonable time after separation. Such persons should contact VA immediately upon separation in order to protect their rights. In general, no education or training under the World War II G.I. Bill will be furnished by the Government after 25 July 1956.

The Korean G.I. Bill offers more limited benefits which are, however, paid directly to the individual rather than the educational institution. Education under this bill must begin prior to 20 Aug 1954 or within two years after separation from active service, whichever is later.

Persons who have eligibility under both bills must bear in mind they are limited to a combined maximum of 48 months' education or training. For further information on education and training see ALL HANDS, September 1952, p. 50, or consult the nearest VA office.

• **Vocational Rehabilitation**—Any person retired for disability who is in need of vocational rehabilitation because of the handicap of a service connected-disability may apply to the VA for Government-paid training.

Disability must have been incurred in, or aggravated by, service in World War II (prior to 25 July 1947) or since the commencement of the Korean Conflict on 27 June 1950.

Necessary training expenses will be paid, not to exceed four years, toward a definite job objective. Special equipment will be furnished. Travel allowances and loan benefits are available. Advisement and guidance is mandatory. Subsistence allowances are paid in accordance with the veteran's family status, degree of disability and amount of institutional training which he is taking.

Training must be completed within nine years from

the date of the end of the Korean Conflict, such date yet to be determined.

• **Legal Assistance**—Navy legal assistance officers are generally authorized to help so far as possible in legal matters which arise in connection with active service. Persons needing legal advice or assistance may also contact local bar associations or legal aid societies.

• **Homestead Preference**—Veterans must have an honorable discharge and at least 90 days' war service (World War II service has not ended for this purpose). The veteran is given preference in the acquisition of public lands under the various laws opening public lands to homesteading. These laws not only grant preference in application over non-veterans but permit military service to be counted toward the residence requirements. Additional time toward residence requirements is allowed to service-disabled veterans. Information concerning public lands available for entry both in the U.S. and Alaska may be obtained from any Federal Land regional office or the Bureau of Land Management, Department of the Interior, Washington 25, D.C.

• **U.S. Naval Home**—A retired Navyman who is old and infirm may be admitted by the Secretary of the Navy to the U.S. Naval Home, Philadelphia, Pa., for domiciliary care. Relinquishment of retired pay is not a requirement for admission.

## DISABILITY COMPENSATION AND PENSIONS

Under certain circumstances, disabled retired persons may qualify for the Compensation and Pension benefits provided by the Veterans Administration. Receipt of the full amount of retired pay to which an individual is entitled will ordinarily disqualify him for these VA benefits. However, he may make the following election: (a) To receive VA Compensation or Pension and waive his retired pay entirely, or (b) to receive a combination of retired pay and VA benefits with the stipulation that the total amount received may not exceed the full amount of retired pay or VA Compensation (whichever is larger) to which he would otherwise be entitled.

Some retired persons may find it advantageous from an income tax standpoint to elect to receive VA compensation or pension in lieu of an equal amount of retirement pay since the entire amount of such VA payment is tax free. Only that part of retired pay figured on percentage of disability is tax exempt.

Here are definitions of *compensation* and *pension*:

• **Compensation** is the benefit payable to veterans of either peacetime or wartime service (including service since 27 June 1950) for *service-connected disability* and to certain survivors of such veterans for *service-connected death*.



HOMESTEAD PREFERENCE



DOMICILIARY CARE





HOME LOANS



FARM LOANS



BUSINESS LOANS



UNEMPLOYMENT COMPENSATION

• **Pension** is the benefit payable to war veterans and veterans of service since 27 June 1950 for permanent total *non-service-connected disability* and to certain survivors of such veterans for *non-service-connected death*.

Compensation is payable for disability resulting from a disease or injury incurred in or aggravated by active military service in line of duty. Payments are based on multiples of 10 per cent degree of disability. For total disability connected to wartime periods which includes service since 27 June 1950, rates range from \$15.72 to \$172.50 per month. Amounts up to \$400 per month are payable for specified disabilities, and veterans with 50 per cent or more disability may receive an increase because of dependents.

Pensions are payable to veterans who are permanently and totally disabled, credited with 90 days' or more service (part of which has been since 27 June 1950), and discharged under other than dishonorable conditions. Less than 90 days service during this period will qualify if discharged sooner for line of duty disability.

Pension payments are \$63 per month, increased to \$75 on attainment of age 65, or after continuous receipt of payments for 10 years; payment of \$129 per month regular aid and attendance where required. Annual income of over \$1400 is a bar if veteran has no wife or minor children; otherwise the limit is \$2700 annual income.

#### SURVIVORS' ENTITLEMENT TO PENSIONS

Many retired persons are under the mistaken impression that, in the event of their death, their survivors may be taken care of with some kind of *pension* or *monthly compensation*. While this is so in some cases *it is not true in a large number of cases*. Furthermore, in all cases survivors must make application for any benefits to which they believe themselves entitled. Three points to remember regarding benefits to survivors of retired persons:

*First*, There are NO survivors' benefits payable under the Navy retirement system.

*Second*, The Veterans Administration will pay compensation or pension to the survivors of retired personnel under certain conditions (specified below) but it is important to realize that such benefits to survivors are payable only if the retired person *dies as a result of a service-connected disability* or, *if he dies from other causes, he must have had a service-connected disability* for which compensation would have been payable (had it been 10 per cent or more in degree).

*Third*, it is possible that monthly payments are payable to the survivor of a retired person under the Social Security program (which is discussed later in this article); HOWEVER, if a Navyman is retired *with pay*, the only way he and his survivors could qualify for So-

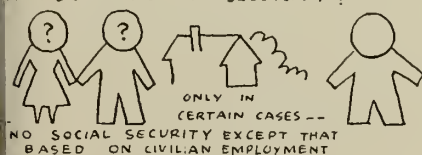
cial Security benefits would be through earning this right by taking a job as a civilian and qualifying for the benefits like any other civilian. That is, while a person's military service may count toward Social Security benefits either for himself, or his survivor, it may *not* be counted IF the person is receiving, or is eligible to receive, *retired pay based on the same military service*.

• **Compensation and Pension for Survivors**—There are no survivors' benefits payable under the Navy retirement system. Survivors of a retired person who died as a result of disease or injury incurred in or aggravated by active service in line of duty may be entitled to pension or compensation payable by the VA. Payments may be made to unremarried widows, unmarried children under the age of 18 years (with extension to age 21 if at a VA approved school), and to dependent parents. ability incurred in or aggravated by active service during wartime (including service since 27 June 1950), is payable in monthly benefits as follows: Widow, with no child, \$75; Widow with one child, \$121, with \$29 per month for each additional child; No widow, one child, \$67; No widow, two children (equally divided), \$94; No widow, three children (equally divided), \$122, with \$23 for each additional child, total amount to be divided. Dependent parent, \$60; Dependent mother and father, \$35 per month, each parent. Compensation based on peacetime service is 80% of wartime rates.

*Pension* is payable for non-service-connected death of the retired person under the following conditions: (1) He must have been discharged under conditions other than dishonorable, (2) have served at least 90 days during World War II or a period commencing 27 June 1950 (or less than 90 days if discharged for service-connected disability), and (3) have had at the time of his non-service-connected death a service-connected disability for which compensation would have been payable if 10 per cent or more in degree. Pension is also payable regardless of length of service if at time of death veteran was receiving or was entitled to be receiving compensation or retirement pay.

Benefits based on the above conditions for pensions are payable to unremarried widow or unmarried children under 18 years of age (21 years if attending VA approved school). Monthly payments are: Widow, no child, \$48; Widow with one child, \$60, and each additional child, \$7.20; No widow, one child, \$26; No widow, two children, \$39; No widow, three children, \$54, and each additional child, \$7.20; Not payable to a widow without a minor child whose annual income exceeds \$1400, or to a child whose annual income exceeds \$1400, or to a widow with one or more children if her annual income exceeds \$2700.

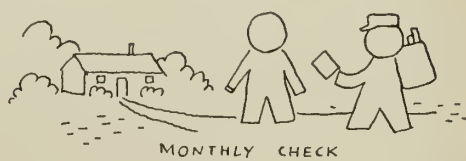
#### WHAT ABOUT SOCIAL SECURITY?



NO SOCIAL SECURITY EXCEPT THAT BASED ON CIVILIAN EMPLOYMENT



ELECTION OF DISABILITY COMPENSATION OR RETIREMENT PAY



MONTHLY CHECK



**BURIAL RIGHTS**



BURIAL IN A NATIONAL CEMETERY      FLAG      BURIAL PAYMENT      ENTRY IN NAVAL ACADEMY      VARIOUS SCHOLARSHIPS

**SOCIAL SECURITY BENEFITS**

Certain veterans and certain survivors of veterans of World War II may be entitled to benefits under the Social Security Act. Further information may be obtained from the area office of the Social Security Administration or the State Employment Service office.

*In cases of retired personnel where payments are payable under the Navy retirement system for a period based in whole or in part on a period also covered by Social Security wage credits, benefits based on such wage credits are NOT payable to either the individual or his survivors.* This bar applies to disability as well as non-disability retirement and also to cases in which retired pay is waived. Retired personnel may, of course, gain eligibility for Social Security benefits through civilian employment engaged in prior or subsequent to the service period on which the retired pay is based. More information on the subject and extent of Social Security benefits based on active duty (as provided by Public Law 590, 82nd Congress) is contained in BuPers Inst. 1761.3, 25 Sept 1952. The whole subject of Social Security benefits earned by Navymen while in service was covered by ALL HANDS, November 1952, p. 48-50.

**BURIAL RIGHTS**

Burial in national cemeteries is authorized, under such regulations as the Secretary of the Army may prescribe for a retired person, his wife, minor children, and, at the discretion of the Secretary of the Army, unmarried adult children. Survivors may make requests to the Superintendent of the National Cemetery where burial is desired.

Provision is made for payment of burial and funeral expenses and transportation of the body (including preparation of the body) to the place of burial, in a sum not to exceed \$150.

All claims for reimbursement or direct payment for burial and funeral expenses and transportation of the body must be filed with the Veterans Administration within two years subsequent to the date of permanent burial or cremation by the person entitled or by some person acting for him.

A headstone or marker will be furnished for the unmarked grave of a retired person. If burial is in a private cemetery, application for a headstone or marker must be made to the Quartermaster General, Department of the Army, Washington 25, D.C. If burial is in a national cemetery, no application is required.

**OTHER RIGHTS OF SURVIVORS**

• **U.S. Naval Academy**—Congress authorizes the appointment annually of 40 midshipmen from the U.S. at large who are sons of deceased members of the armed

forces of the U.S. who were killed in action or have died, or in the case of retired persons who may hereafter die as a result of wounds or injuries received, or disease contracted, in wartime service. Provisions for such Presidential appointments are explained fully in "Regulations Governing the Admission of Candidates Into the U.S. Naval Academy as Midshipmen," NavPers 15,010, obtainable by writing to the Chief of Naval Personnel (Attn: Pers C-1214), Navy Department, Washington 25, D.C.

• **Scholarships**—From time to time civilian organizations offer scholarships for certain educational institutions to the sons and daughters of naval personnel. Announcement of eligibility and other requirements of scholarship candidates is made by BuPers Notices and ALL HANDS. Information concerning current scholarship programs which may be available may be obtained by writing to the Chief of Naval Personnel, (Attn: Pers G-212) Navy Department, Washington 25, D.C.

• **Navy Relief Society**—There are certain benefits of assistance offered to survivors of naval personnel retired with pay. Survivors of officers and enlisted personnel may contact the Navy Relief Society in the naval district of their residence or the Navy Relief Society, Navy Department, Washington 25, D.C.

• **Navy Mutual Aid Association**—Provides service to beneficiaries of deceased members (permanently commissioned officers and warrant officers of the Regular Navy, Marine Corps and Coast Guard) in prompt submission of various claims for Government pensions, compensation, insurance, social security and burial benefits. Inquiries may be addressed to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.

**LIFE INSURANCE (NSLI and USGLI)**

Naval personnel separated from active duty are eligible for the special post-service term NSLI policies without physical examination and at rates based on age at time of separation provided application is made within 120 days after discharge, retirement or transfer to the Fleet Reserve. Application for insurance protection of NSLI policies should be made at the nearest VA office.

Members of the naval service being retired, transferred to the Fleet Reserve or separated under honorable conditions may obtain a copy of the Navy's pamphlets titled "Rights and Benefits of the New Naval Veterans" (NavPers 15853) and its supplement containing provisions of the Korean G.I. Bill (NavPers 15853A). These booklets are distributed to all persons being separated from the naval service and are also available at District Civil Readjustment Offices.



RIGHTS OF SURVIVORS      PLANNING FUTURE OF SURVIVORS

## Career Navymen Should Plan for Second Careers When Retired

**A**RE you making a career of the Navy? If so, have you ever stopped to think about what you will do after you retire? How are you going to spend your "sunset years"?

Maybe you're interested in farming or a business career or on the other hand maybe you'll devote your time entirely to a hobby. Whatever you do it would be a good idea to start to develop such interests now—start planning your "second career". *You can't put it off until the day you retire and expect to start just like that.*

Sociologists tell us that significant changes in the make-up of our society have slipped up on us and found us insufficiently prepared to meet them. "Old age" has been pushed farther and farther into later life. As a result many persons, Navymen included, are not equipped, either in thinking or planning, to make full and rewarding use of their added years.

Such lack of planning is not confined to older people either. Too few of those who soon will retire are giving any thought to the time when they will no longer have their jobs to fill their minds and hours.

Remember retirement is a "graduation" from one phase of your life to another. It is a step which requires just as much planning as every other major step in your life—just like leaving high school, entering college, joining the Navy or getting married.

And like these other steps in your life, a well-planned retirement will be a good retirement—the "hit or miss" retirement may lead to physical or mental doldrums—and plain ordinary boredom.

Remember that success or failure in retirement depends on how well you plan *now* and how well you put your plans into action once you leave the Navy.

Most retiring Navymen plan to "take life easy"—to do this you need the security of a certain amount of financial independence and your Navy retirement helps to provide this. Your retirement assures you of an independent income that has been built up through your years of naval service.

While you were earning this retirement pay you also picked up certain skills which will provide you a means of occupying your later years. These skills may lead to profitable hobbies or occupations. For example, radio, television, machinery repair, cooking and other Navy jobs may be used for profitable businesses or hobbies. Administrative ability and leadership qualities developed in the Navy pay off also in civilian life.

You have learned how to get a job done in the quickest and easiest way and most important of all you have learned how to get along with people—these qualities will help you to take part in civic and community affairs. You might use your administrative knowledge as a member of veterans organizations, as a parent-teachers sponsor, or a member of a church league, or a boy scout leader. Furthermore, you will find that church, school and municipal activities can provide ties that will help to widen your circle of friends.

If you want to look for a job you are entitled to use the specialized counseling and placement services provided for all veterans. State employment offices have special veterans' counseling and every state has a vet-

erans' employment representative assigned to it by the U. S. Employment Service. As a retired Navyman you will be a veteran and may register with the appropriate state office or may contact the veterans' employment representative assigned to your locality. Also if you are seeking a Civil Service job the veterans preference points will help you out.

If you have some secret ambition that has been kept in the dark because you felt that you never had the time to get around to it your second career will be just the time for you to get at it. You're never too old to learn new skills. Many retired Navymen will be able to take advantage of the G.I. Bill of Rights to study new fields of endeavor or increase their knowledge in some skill already acquired.

You might have enough money "salted away" to go into business for yourself. Lots of retired Navymen have done just that. The most popular "private" businesses seems to be tourist cabins, motels, restaurants, gas stations and repair shops.

Hobbies are creative outlets for retired persons but they can also be profitable enterprises. There are some hobbies that are directly related to your Navy career and many that are entirely different—for a few ideas see *ALL HANDS*, Nov. 1952, p. 10.

Whatever your plans are for a second vocation or avocation, remember that it takes time to build up the ability to enjoy them. You can't expect to wait until the day of your retirement and then start in green.

Of course it goes without saying that it is important to watch your health. Proper exercise through recreation is a needed ingredient of any successful retirement program. Sports and gardening are ideal recreation for retired persons. Then too, an optimistic "enjoy life" attitude is important during your retired years and your "second career." Monotony and lack of occupation can be the cause of much unhappiness and lead to mental and physical disintegration.

The best program for retired persons is a reasonably active life along those lines that interest *you*. This takes preparation. What are your interests now, and do they have a place in the years following your tour of Navy duty?

The rights, privileges and opportunities of Navy retired personnel are listed on the preceding pages. Start planning for your retired career now.

For additional information on hobbies and occupations you might undertake as an avocation you may purchase any of the various Navy Hobby Craft Pamphlets. These pamphlets cover at least 30 interesting hobbies ranging from bookbinding, fly tying and plastics to archery, photography and chemical gardening. Pamphlets may be purchased from 20 to 75 cents per copy. For a complete list of pamphlets available write to the Bureau of Naval Personnel (Attn: Pers. G113), Washington 25, D. C.

The Government Printing Office also has a supply of inexpensive booklets covering various other hobbies that might be of interest to you. For a list of these write to The Superintendent of Documents, Government Printing Office, Washington 25, D. C.



# TODAY'S NAVY



CREWMEN make final adjustments on radio-controlled drone on flight deck of USS *Tarawa* (CVA 40) before drone is launched as target for ship's guns.

## LSMR 517 Hard Ship to Beat

At Little Creek, Va., where the Atlantic Fleet Amphibious Force ships cluster at the finger piers, the crew of the landing ship medium rocket, USS *LSMR*, 517 is viewed with something which closely approaches awe.

The 1200-ton middleweight slugger has just won the Battle Efficiency Plaque in LSMR Squadron Two for the fourth consecutive year—a feat comparable to blasting out three eagles in a row on a golf course.

Since the days of Reuben James, American bluejackets have been proud of their ability to out-shoot, out-sail and out-shine the crews of their sister ships.

Some form of recognition has always been given for these feats, and in today's Navy it takes the form of the Battle Efficiency Plaque, awarded each year by type commanders throughout the fleet to the top vessel in each class.

The Navy-wide Battle Efficiency Pennant, which in normal peacetime years is awarded to those ships accumulating the highest number of points throughout the year, has not been put into competition since the outbreak of hostilities in Korea. In

place of the pennant award, type commanders have been encouraged to make battle efficiency awards within their commands.

It is cause for celebration when a ship earns one of these type awards since it represents a solid year of plugging toward perfection in gunnery, communications, engineering, seamanship and other naval skills. Most ships consider themselves pretty good if they can capture the respected plaque once.

Crew members of the 212-foot *LSMR* which topped the others of her class four times in a row are hard put to give any one reason for their record.

"We just all pulled together" is their explanation.

This type of landing ship is a post-

war development. Some *LSMR*'s are seeing action in Korea. The vessel is built on a landing ship medium hull, which is a late outgrowth of the open-decked LCT of World War II. In the rocket model, the well deck has been decked over to provide mounts for twin rocket launchers.

The name "rocket" is misleading. What ships like *LSMR* 517 are actually laying down on an invasion beach is a barrage of five-inch shells almost exactly like those from a destroyer. The difference is in the way they are propelled.

There is little doubt that *LSMR*'s possess the greatest concentrated fire power for a limited time of any ship afloat.

Winning the Battle Efficiency Plaque was no cinch for the 517. She topped *LSMR* 512 by a lone point and kept her ship-shape appearance in spite of participation in two major fleet exercises and several type commander's maneuvers during the fiscal year.

The crew of *LSMR* 517 knows she is the only ship in the Atlantic Fleet Amphibious Force ever to win the type commander's battle efficiency plaque *four times in a row*. They are curious whether this is also a Navy record. Any offers?

Old timers of 517 think that if they can win the "battle readiness" plaque twice more, the Commander Amphibious Force may let them keep it permanently.

After admiring the brass plaque a thousand times apiece, the crew members know that the plaque has space for only six ship's names and four of these six spaces already say *LSMR* 517.

## YESTERDAY'S NAVY



First naval dry-docks, one to be constructed at Norfolk the other at Boston, were authorized by Congress, 3 Mar 1837. Office of Naval Intelligence was established by SecNav, 23 Mar 1882.

## MARCH 1953

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## VADM Holloway New Chief

Vice Admiral James L. Holloway, Jr., USN, has relieved Vice Admiral Laurance T. DuBose, USN, as Chief of Naval Personnel.

Vice Admiral DuBose, who has served as Chief of the Bureau and as Deputy Chief of Naval Operations for Personnel for two years, has relieved Vice Admiral Walter S. Delaney, USN, as Commander of the Eastern Sea Frontier. VADM Delaney has retired.

VADM Holloway, who is also Deputy Chief of Naval Operations (Personnel), came to the Bureau from command of the Battleship-Cruiser Force, Atlantic Fleet.

Vice Admiral Holloway is no stranger to BuPers. At the close of World War II, he served in the Bureau as Assistant Chief for Demobilization, an assignment in which he supervised the rapid demobilization of thousands of Reservists back to civilian life.

Before that, while on temporary duty with BuPers, he headed a board which recommended the adoption of the "Holloway Plan," a personnel blueprint which called for an orderly program of graduate education throughout a naval officer's career and a vigorous NROTC program.

In addition to his Bureau duty, Admiral Holloway during the period of World War II and afterward, served as Commander of Destroyer Squadron 10 in the first African invasion, as Commander, Destroyer and Destroyer Escort Shakedown Group of the Atlantic Fleet Operational Training Command, as commanding officer of USS *Iowa* (BB 61), as Commander of the Fleet Training Command of the Pacific Fleet and as Superintendent of the Naval Academy.

In earlier years, he also served in the battleships *Florida*, *West Virginia*, *Nevada* and *Idaho*, the destroyers *Monaghan*, *Wainwright*, *McCormick* and *Truxton*, and as commanding officer of the destroyer *Hopkins* and tender *Sirius*.

VADM Holloway was graduated from the Naval Academy in 1918 in the Class of 1919 (the class was accelerated because of the war.)

Among his medals and awards are the Legion of Merit with Gold Star and Combat "V," the Commendation Ribbon with three Bronze Stars and a Combat "V" as well as a Belgian award as Grand Officer of the Order of Leopold.



HERE'S THE NEW DEFENSE DEPT. LINE-UP—Front row (l-to-r), Charles E. Wilson, designated as Secretary of Defense and Roger M. Kyes, Deputy SecDef. Back row (l-to-r), Robert T. Stevens, Secretary of the Army; Robert B. Anderson, Secretary of the Navy; and Harold E. Talbott, Secretary of the Air Force.

## Team of Top Officials in Defense Department

The new "team" of top officials in the Department of Defense for the present administration has been appointed. Appointees must be confirmed by Congress before taking office.

- Secretary of Defense designate is Charles E. (for Erwin) Wilson, relieving the former SecDef, Robert A. Lovett. Lovett, formerly Deputy Secretary of Defense under George Marshall, served since Sept. 1951.

The new Secretary was serving as president of General Motors Corporation prior to his appointment. He is not to be confused with Charles E. (for Edward) Wilson, who formerly held the position of Defense Mobilizer for the government.

- Roger M. Kyes, formerly vice president of General Motors Corporation, is the new Deputy Secretary of Defense, relieving William C. Foster.

In addition, the three new service secretaries have taken office. They are:

- Robert B. Anderson, the new Secretary of the Navy, taking over his duties from the former SecNav, Dan B. Kimball, who has served since 1952.

- Robert T. Stevens, the new Secretary of the Army, a former textile executive who served during World War I as an artillery lieutenant. He relieved former Army Secretary Frank Pace.

- Harold E. Talbott, the new Secretary of the Air Force, an aircraft industry pioneer who served in the Army Air Forces during World War I. He relieved former Air Force Secretary Thomas Finletter.

Secretary of Defense Wilson has been associated actively with the nation's defense program since World War I when he supervised the design of radio generators for the Army and Navy.

In addition, he has been a proponent of "dual purpose manufacturing plants" which could shift without great difficulty from civilian to military production in times of emergency.

The new SecNav, Robert Anderson, has been a lawyer and state government administrator in his native state of Texas.

New Navy Secretary Anderson is 42 years old. He was graduated from the University of Texas law school in 1932 at the head of his class.

He has served in the state legislature, as assistant attorney general, tax commissioner and has taught law at the state university. At the time of his appointment, Anderson was chairman of the Texas State Board of Education, and deputy chairman of the Federal Reserve Bank of Dallas.



## Navy's Flying Family Has Another Member, Its Fifth

Naval Aviation Cadet Harold G. Bach, the youngest of five brothers, upheld family tradition when he joined his older brothers as a Navy flyer.



Harold Bach

The first two Bach brothers to enter the naval service were Lieutenant Commanders Haakon A. Bach, USN, and Jacob O. Bach, USNR, who both signed up in August 1941. Lieutenant Commander Haakon

Bach is stationed at Ellyson Field, Fla., while Jacob though presently an associate professor of Philosophy at the University of Southern Illinois, is still a member of the Naval Reserve.

The third brother to become a Navy flyer was Lieutenant Sverre Bach, USN, who entered the service in October 1942. After winning his wings in August 1943, Sverre saw duty in the Pacific. He is now serving as an electronics test pilot at Patuxent River, Md.

Not to be outdone by his three brothers, a fourth Bach, Robert, entered the cadet program just before the end of World War II. The cessation of hostilities cut short his training before completion and he reverted to an inactive duty status. He was recalled to active duty in January 1951.

Now it's Cadet Harold, who began his training at NAAS Whiting Field, Fla., where he made his first solo flight. At present young Harold is continuing his training toward his "wings" at NAAS Saufley Field, Fla.



FOUR-FIFTHS of Bach Navymen—(L-to-r), Robert, Sverre, Haakon and Jacob set pace for brother Harold.

## New Anti-Submarine Neptune

A U. S. Navy airplane especially designed for mine laying and anti-submarine warfare has been added to America's air arsenal.

The new P2V-6 *Neptune*, is an ocean-spanning airplane powered by turbo-compound engines capable of providing all the extra range, high speed and power-in-a-pinch needed for advanced land-base operations.

Changed from the P2V-5 (also an anti-submarine plane) the P2V-6 is convertible for highly specialized missions including mine-laying assignments, night torpedo attacks, mast-level bombing, horizontal bombing and photo reconnaissance.

The P2V-6 is the third member of the *Neptune* family to be powered by turbo-compound engines. Turbo-compound engines use exhaust-driven turbines to increase regular piston power.

Highlights of P2V-6 design are its unusually long range for sea patrol, elaborate scientific instruments to pick up and pinpoint targets, and an extensive array of armament.

Despite its heavy fighting weight,

the plane is built to operate from forward airfields.

Appearance of the P2V-6 will vary with different types of missions. Interchangeability for mine-laying or anti-sub work permits a wide selection of armament.

The new plane resembles other aircraft of the *Neptune* family, but has a longer nose, wingtip tanks and a smaller radome. More than a foot has been added to the nose, providing added room for the crew and improving access to equipment.

A new feature with P2V-6 is pressure fueling for fast-feeding of fuel into wing tanks to save time under combat conditions. A companion feature provides the rapid-emptying of tanks for safe storage or repair in hazardous situations.

Also new are stainless steel engine nacelle barrels that are highly fire resistant.

*Neptune* design provides for maximum tactical utility with its long range for patrolling over vast distances, high speed for rapid closing on targets and defensive maneuver-

ing, ability to take off and land on small fields.

*Neptune* planes were the first production aircraft to take advantage of the extra power of compounded engines. The engines were introduced on the P2V-4 design. The new model is powered by two 3250-horsepower units, each equipped with water injection for maximum power on take-off or in combat.

The P2V series has seen service with the Navy in the U. S. as well as at bases in Africa, Alaska, Newfoundland, Canal Zone, Hawaii, Okinawa and Japan. With the P2V-5, the series was introduced to the military air services of England and Australia through provisions of the Mutual Defense Assistance Program.

## Staunch Support for Navy

The widow of a Navy pilot has followed in the footsteps of her husband by joining the Navy.

Jean Claire Richter of Berkeley, Calif., a bride of only two months when a plane crash brought death to her husband, Ensign Edward Richter, a year ago, plans to go into aviation herself.

Joining the Navy on the first anniversary of her marriage, she has already successfully completed the first step when she graduated from recruit training at Bainbridge, Md. Seaman Apprentice Richter is now enrolled in the Basic Airman's School at Jacksonville, Fla.



WAVE Jean Richter trains at Bainbridge. She enlisted after her Navy pilot husband was killed in crash.

## Steer Course "Dessert" True

Conning a radar picket submarine through heavy seas on a "pumpkin" pie course" not only makes for easier sailing for the ship but lengthens the life of its bakers.

A good example of this took place on board *uss Requin* (SSR 481).

Late one night during "Operations Mainbrace," while the picket sub was on the surface patrolling an assigned area in the Atlantic during stormy seas, Charles Bedwell, a baker, was in the sub's tiny galley trying to bake pumpkin pie, but with very little success.

As fast as he would place a pie in the oven, the sub would roll in the rough sea and empty the filled pie tin.

Just as Bedwell was about to give up, the sub's skipper came into the galley for a cup of coffee. Seeing Bedwell's predicament the skipper immediately sent word to the watch officer on the bridge to change course so that the sub would head across the waves.

This order brought the vessel out of the trough and the watch officer reported, "We are now on a pumpkin pie course." P.S.—the baker's problem was solved.—Robert M. Jordan, JO1, USN.

## GPCMC—Mess Cooks' Delight

Crewmen aboard *uss Vammen* (DE 644) have come up with an ingenious device that has been hailed as a boon by struggling mess cooks—it's a leather bib that actually serves as a "third hand."

The bib consists of a neck strap and a hook which is backed up by a bib made of leather or some other pliable material. The new garment is called a "GPCBC" which means "Gimmick for the Prevention of Cruelty to Mess Cooks"—and it does just that!

Here's how it works. The bib is worn on straps hanging from the neck. The handle of a large pan is slipped over the hook which is attached to the front of the bib. The hot pan then rests against the leather front piece so that only one hand is required to carry the pan, using the other handle. In permitting the free use of one arm, the bib has proved a great assistance to mess cooks aboard ship, especially on ladders during a rough sea.

At present, ComCruDesPac is in the process of requesting that the Long Beach Naval Shipyard fabricate a number of "GPCMC's" for use on all CruDesPac ships.



**FIRE-FIGHTING** carrier jeep proves effective in foaming-out fires. If you can drive a jeep and pull a knob, you can operate this machine.

## Carrier Jeeps

Getting to a burning plane on a 1000-foot flight deck to save a pilot's life sometimes requires something faster than a man — especially one who is loaded down with fire-fighting equipment.

To combat one of the Navy's worst enemies—fire at sea—flattops in the future will have a new type fire-fighting jeep that can do 500 feet in 18 seconds from a standstill. Almost quick as you can say it, it will lay a blanket of fire-smothering foam around the cockpit. Crewmen should be able to remove the pilot in less than half a minute — a comforting thought for any luckless pilot.

During tests in which 150 gallons of aviation gasoline blazed over a 600-square-foot area, "rescues" were made within 24 seconds after the jeep went into action.

The fire-fighting jeep, demonstrated recently at the Naval Research Laboratory near Washington, D.C., is the latest product of a basic program to develop more effective fire protection for aircraft carriers.

The jeep is manned by two men—the driver and a nozzleman who stands in the front seat and operates a spray-control nozzle mounted on a front fender. The nozzle turns in all directions and can pour a stream of fire-killing foam 90 feet to blanket a burning plane with 1300 gallons a minute of protective chemical coating. When the jeep's capacity is exhausted, its pumps can be supplied

through a hose connection to the ship's foam supply.

The foam itself is a newly developed type made from a mixture of air plus water and a protein solution carried in tanks installed in the rear of the jeep. An automatic pump with an egg-beater device whips the chemical and water-protein ingredients into a micro-bubbled foam solution.

NRL scientists say the mobile fire extinguisher is so simple it can be operated by anyone "who can drive a jeep and pull a knob."

## Third Marines Show Power

The newly-activated Third Marine Division displayed its striking power recently when it participated in an air-ground combat review at Camp Pendleton, Calif.

The review climaxed a schedule of combat training that began with the division's activation in January 1952 and progressed through months of field maneuvers, amphibious assaults, helicopter landings, beach reconnaissance in rubber boats, cold weather training, desert maneuvers and a special atomic warfare exercise.

A descendent of the old "Third Regiment" of World War I, the Third Marine Division was reactivated on 16 June 1942 and battled across the Pacific in World War II. The division played a prominent part in the victories at Bougainville, Guam and Iwo Jima.

The Third Marine Division has been in an inactive status since 28 Dec. 1945.





RIFLE AND PISTOL TEAMS of U. S. Sixth Fleet and United Kingdom pose for photograph after a match held at Valetta, Malta, in the Mediterranean Sea.

### Waves Learn Judo

Judo, generally considered a he-man activity, is beginning to attract the attention of Waves at Norfolk Naval Air Station. Although instruction in this increasingly popular art of self-defense has been given at the station for the past two years, it was not until recently that regular classes for Waves were scheduled.

To date more than 600 Navy and Marine men have been enrolled in the station's judo classes. In addition to teaching one how to overcome an opponent by using certain holds and throws, judo as a sport is good as a body conditioner and muscle coordinator.

### Sailors Take to Skis

Not to be caught flat-footed by possible early winter snowstorms, sportsmen of San Diego Naval Air Station re-organized their North Island Ski Club early in October.

All military personnel of the base have been invited to take part in the club's second winter sports season.

When weather conditions are unfavorable for actual skiing, club members gather indoors to watch and study various action ski movies.

Similar clubs are becoming popular at other naval activities located in the snow regions.

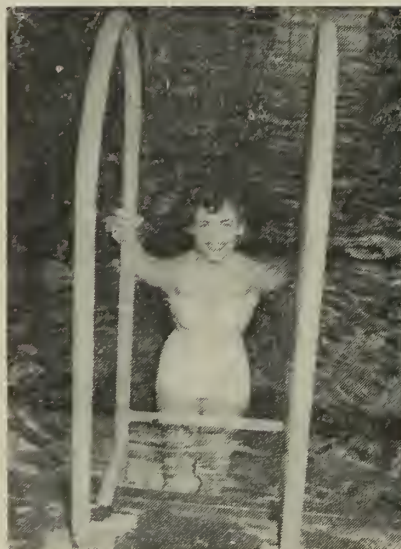
### San Diego Cops Boxing Trophy

One of the latest trophies to be added to the crowded case at Naval Training Center, San Diego, repre-

sents the 1952 team championship of the annual San Diego YMCA Armed Forces Boxing Tournament.

Second place honors of this popular West Coast fisticuffs festival were taken by the San Diego Naval Air Station squad.

In addition to annexing the team title, NTC boxers copped five individual bout crowns as follows: Clarence Jones flyweight; Willie Lewis, bantamweight; William Faulkner, featherweight; James Lancaster, junior welterweight; and Joshua Paige, heavyweight.



PRETTY QUEEN, Jeanne Briscoe, SA, USNR, ruled over NAS Olathe, Kans., in 10th anniversary celebration.

### Guam Sports Trophy Winners

Naval Supply Depot, U.S. Naval Base, Guam, has won the first leg of a brand new ComNavBase "Sports Excellency Trophy." NSD athletes became plankowners of the award by virtue of points earned in 15 intramural sports during the 1951-1952 season.

The 103rd Naval Construction Battalion gave NSD its stiffest competition. Final point scoring was NSD 1220, 103rd NCB 1033.

The award was instituted to bring about greater participation in naval base inter-command sports and to raise morale by making all hands more aware of athletic opportunities available.

Sharp competition looms for the 1952-1953 award. The unit winning the trophy for three consecutive years will gain permanent possession.

### It's Rugby in Bermuda

"When in Rome . . ." Similarly, when in Bermuda do as the British do!

Athletes of U.S. Naval Station, Bermuda, aware that rugby is to the Englishman what football is to the American, have formed a rugby team.

Aided by representatives of the Bermuda Athletic Association, the Navy squad is fast becoming proficient at the rules, regulations and method of play of the ancient field sport. Soon, the sailor booters hope to provide some stiff competition for the local opposition.

### Pensacola Volleyball Stars

The Pensacola Naval Air Station volleyball team, second place winners in the Naval Air Basic Training contest and champs of the Pensacola City league, have brought home another trophy by winning the first Pensacola Invitational Volleyball Tournament.

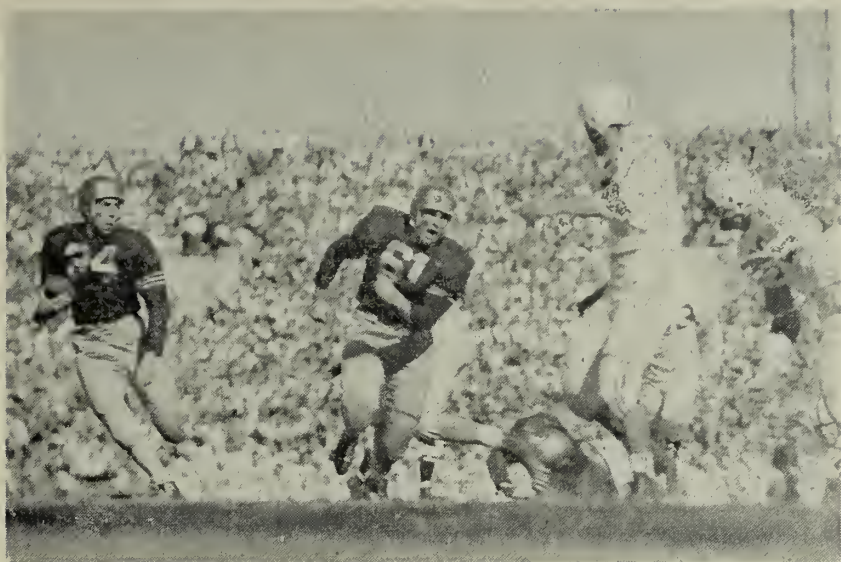
In the invitational tourney finals, Pensacola nosed out highly-ranked Florida State U., 8-13, 13-11 and 14-9 for the championship.

### Hits Hunting Jackpot

Friends of Robert Arbor, YNSN, USN, of Naval Training Center Great Lakes, are convinced he should be striking for gunner's mate rather than yeoman.

While on a three-day hunting trip in upper Michigan, Arbor bagged a bobcat, a coyote, an eight-point buck and a 300-pound black bear.





NAVY'S LEFT HALFBACK, Don Fisher (24), goes around end for a few yards with help of center Dick Olson. Navy had successful football year.

### Archery Headed for Popularity

One concrete example of archery's revival as an art of body coordination par excellence is to be found among the 50 members of the Armed Forces Field Archery Club of Oahu, Hawaiian Islands.

This fledgling club, started a half year ago by 10 servicemen from different branches of the armed forces on little more than a great deal of initiative and a desire to boost archery among island personnel, holds high promise.

The club's field course covers approximately five acres of rough and rugged foothill terrain. Its range has 14 targets now in operation. An additional 14 targets are planned. Together, they will be strung out over the course for nearly a mile.

To "shoot" this range, an archer—unless he is a Paul Bunyan—will do well to locate a pair of seven-league boots to cover the large number of gullies, gulches, ravines and hills contained in the area.

Number One target is 80 yards across a ravine with sides so steep that steps had to be cut into it. On other targets an archer can expect anything from having to stand on a narrow pathway halfway down the side of a gulch to being forced to shoot from a position directly behind a tree, straight downhill at a target well guarded by other trees.

Of a possible 240 points in one system of scoring, no archer has ever done better than 115. Most of the Armed Forces Club's members are

considerably more in the novice class than was William Tell of "apple" fame. A recent tournament with the Diamond Head Archery Club of Honolulu, which the servicemen won by a narrow margin, produced a top score of 92 points.

The balmy Hawaiian climate makes this range ideal for year-round competitive sport or hunting practice.

Almost any day of the year can be counted on for a tournament. — George Brown, JO3, USN.

### District Table Tennis Champs

The Great Lakes Naval Training Center's usual monopoly of Ninth Naval District athletic championships has been cracked by a dark horse ball-and-paddle aggregation from the St. Louis Naval Air Station. The NAS group walked away with the District's 1952 table tennis team trophy.

St. Louis won 14 matches, six more than the second-place Service School Command team of Great Lakes, the defending champions. Tying for third place with seven matches each were Recruit Training Command of Great Lakes and Naval Reserve Training Centre of Gary, Ind. The Great Lakes Hospital Corps School team and the NRTC Aurora, Ill., team, with five matches each, shared fourth spot.

Individual titles were won by Neil Colwell, RM2, USN, of NRTC Aurora who defeated William Benson, AD1, USNR, of NAS St. Louis for the singles championship in the men's division, and Marjorie Callahan, SN, USN, of Administrative Command, Great Lakes, who took the women's single title by defeating a teammate Lieutenant Caroline Duke, USN. Wave Callahan then combined talents with Emily Ray, SN, USN, also of AdCom Great Lakes, for the women's doubles championship.

The men's doubles title was won by Reservist Benson and Henry Swanson, AD2, USNR, both of the St. Louis Naval Air Station.



STRING QUARTET of archers draws back bowstrings. Photo of members of Armed Forces Archery Club, Oahu, shows Navyman and Air Force man at left.



# SIDELINE STRATEGY

**D**URING the past few years increasing numbers of Navy sportsmen have become interested in judo—an offshoot of the age-old Oriental art of self-defense known as ju jitsu.

Greatest impetus to the activity from a stateside standpoint is credited to the 12th Naval District, the first ND to conduct an official district judo tourney; won, incidentally, by Treasure Island judoists.

Neighboring 11th ND has joined the judo parade. Still other districts are contemplating inclusion of judo in their athletic calendars.

It's our bet that when sports competition is resumed on a Navy-wide contest level we'll be seeing before long an All-Navy Judo Championship on the sports agenda.

★ ★ ★

Getting bored with the usual run of sports? As a suggestion for something a bit different, we report that Navy Memphis has conducted a ping pong tourney, NTC San Diego a shuffleboard tourney, and Naval Air Technical Training Center, Jacksonville, a horseshoe tourney (for others see ALL HANDS, Jan 1953, p. 32).

A battle has been fought between the U. S. and ROK navies, and our very good ally, South Korea, was the winner.

Before you "sound off," here's what happened. When a group of U. S. ships, namely *Delta*, *Laertes*, *Paracutin* and *Bryce Canyon*, found them-

selves tied up at Sasebo, Japan, it was decided something should be done to break the monotony of anchorage aches, so what better than to have a boxing smoker? It was arranged. Then someone remembered the South Korean *Taedong* moored nearby. As a gesture of good will, *Taedong's* personnel were invited aboard *Delta* for the shipboard fisticuff festival. Inquired some of the ROK sailors, "Could we enter a contestant?" Said the U. S. sailors, "Why certainly. Welcome aboard." And the result? *Taedong* sailor Kim Jong, fighting three furious rounds in a style reminiscent of Henry Armstrong, was awarded a unanimous decision over his *Delta* opponent in what was voted the most popular bout on the card.

★ ★ ★

What is believed to be the first spearfishing club ever organized at a naval base is taking shape at the San Diego Naval Station. Known as the "Kelp Kings," the San Diego club has been accepted by both the AAU and National Spearfishing Association, and application has been made for membership in the International Spearfishing Association. The ISA links waterlung and spear fishermen throughout the world. Other naval activities interested in forming a similar club might contact S. L. Carver, BM1, USN, acting president of the "Kelp Kings," for details. — E. J. Jeffrey, JOC, USN.

## San Diego Bowl Game Victor

The Bluejacket gridders of Naval Training Center, San Diego, mythical All-Navy football champs and second-ranking service team of the nation, thumped the Army's Camp Breckinridge (Ky.) eleven, 81-20, in the New Year's Salad Bowl game at Phoenix, Ariz. It was the highest scoring tilt in the six-year history of the Salad Bowl and one of the largest tallies run up in any bowl contest.

Previous to the Phoenix fray, the Eagles of Camp Breckinridge, home of the 101st Airborne Infantry, had been undefeated in 1952.

San Diego, 11th Naval District champions for the past two years and the 1952 West Coast service title holders, thus brought down the curtain on their most brilliant grid season in the training center's 29-year history.

In their regular-season eleven-game schedule, the Diego Bluejackets dropped but a single contest, to the University of Southern California, fifth-ranking college team of the country and conqueror of Wisconsin in the Rose Bowl.

One of NTC's highly prized victories was their 27-21 win over previously unbeaten San Diego Marine Corps Recruit Depot, the 1952 All-Marine champions.

In a previous post-season contest, first annual Poinsettia Bowl game at San Diego's Balboa Stadium, the training center sailors lost 35-14 to Bolling Air Force Base of Washington, D. C., in a play-off for the national Armed Forces Football Championship title.

The Bolling Generals fielded one of the strongest teams in the country during the season. Their only loss was a 7-0 edging by a powerful Fort Eustis (Va.) eleven. Among teams taken into camp by the Bolling ball club was Syracuse, leading collegiate team of the East.

San Diego had given early promise of becoming one of the top-flight elevens of the country when they startled professional and amateur football circles alike by holding the then world champion Los Angeles Rams to a 10-0 first half of a special pre-season Navy Relief charity game.

In all, the San Diego sailors totaled 578 points against the opposition's 144. This was a big contrast to the records of some of the center's early teams such as the 1929 one which lost every game and scored only six points.



PATRICK

# THE BULLETIN BOARD

## NSLI Term Insurance May Be Converted to Six Permanent Life or Endowment Plans

Servicemen who hold five-year level premium term insurance are advised that they may convert to permanent plans of National Service Life Insurance.

The only National Service Life Insurance which may *not* be converted under present laws is the *special five-year nonconvertible term policy* issued to servicemen upon separation from service who have had active service since the start of the Korean hostilities (27 June 1950). This insurance is provided under the Servicemen's Indemnity and Insurance Acts of 1951 (Public Law 32, 82nd Congress) which also insures servicemen against death up to \$10,000 *minus* any other Government life insurance they might have in force.

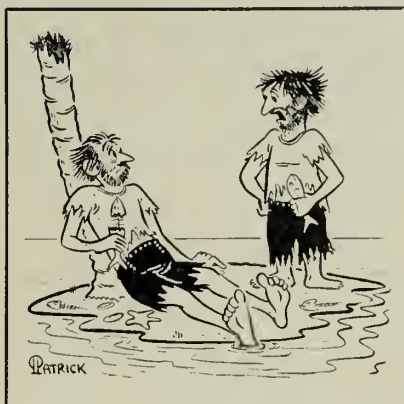
The conversion rights of NSLI were not affected by this law.

Therefore, nearly 5,000,000 NSLI term policies, which are now in force by payment of premium or by waiver of premiums, may be converted to one or more of the six permanent plans of NSLI — ordinary life, 20-pay life, 30-pay life and three different endowment plans.

These policies may be converted upon application to the Veterans Administration at any time within the term period, which is 8 years from effective date on policies issued on or prior to 1 January 1946, and 5 years on policies issued on or after that date. No physical examination is required.

NSLI term policies, which have been permitted to lapse for non-payment of premiums, may be reinstated and converted upon application to the VA before the expiration of the term period. In this case two monthly premiums are required with such applications — one for the first month of lapse (grace period) on the amount of insurance to be reinstated and the other for the first monthly premium on the converted policy. A physical examination is required if the term policy has been lapsed three months or longer.

VA points out that there are distinctive differences between term and



"'Course you know Mitchell, this counts as Shore Duty."

permanent plan NSLI policies.

- Term policies provide only coverage against death. Moreover, if veterans wish to retain this type of insurance, they must renew their policies every five years at progressively higher premium rates.

In the older age brackets when the earning capacity of the veteran usually begins to decline, the premium rates for term NSLI are very high.

- Permanent plan policies, on the other hand, are payable at the same premium rate throughout the premium-paying life of the policies. And they have guaranteed values which term policies do not.

For example, these guaranteed values, which are available to veterans after premium have been paid for one full year, include cash surrender value, policy loan provision, extended term insurance and reduced paid-up insurance.



"Don't mention it, Chief, always glad to do kumshaw work for the MAA shack."

## Rules Announced for Fourth Inter-Service Photography Contest

Final judging in the Fourth Inter-Service Photography Contest is scheduled to take place at the Pentagon in Washington on or about 15 May 1953.

The contest is open to Army, Navy (including Marine Corps), Air Force and Coast Guard photographers. All Regular and Reserve personnel on active duty for more than 90 days may compete.

Navy entries will be screened by a judging committee designated by the Chief of Naval Personnel and the ten best photographs will be submitted for further judging in the final inter-service competition. Each photographer whose entry is selected in the Navy elimination competition will receive a Certificate of Achievement signed by the Secretary of Defense.

All Navy entries must be received at the Bureau prior to 30 Apr 1953.

The contest is designed to interest amateur photographers and to encourage participation in photographic activities.

Entries will be submitted in two classes (black and white, and color transparencies) but unlike previous contests there will be *no separate categories* under each class. Further, black and white photographs should be submitted *unmounted* and *unmatted*. Negatives are not required. Black and white enlargements may be 5 by 7 inches minimum to 16 by 20 inches maximum. No tinted or color-toned photographs are permitted.

Color transparencies will be 35mm minimum and 4 by 5 inches maximum and will be submitted in cardboard mountings.

Subject matter should have appeal and meaning. Subjects may include (but are not limited to): landscapes, seascapes, still life, babies and children, people and customs, animals, documentary scenes of service life, architectural studies, interiors, flowers, abstractions and human interest subjects from daily life.

Seven places in black and white photographs and three places in color transparencies will be awarded in the final competition. A "best of show" will



be selected and the Perpetual Inter-service Photography Contest Trophy will be awarded the service carrying the highest number of points in the final contest. The trophy presently is held by the Army, although the grand individual prize of the Third Inter-Service contest was won by a Navy shutterbug, Jerry Rickerson, PH3. Rickerson was attached to the 14th Naval District Photography Laboratory at Pearl Harbor at the time.

Only photographs taken after 1 Jan 1951 will be eligible for the competition. The photographs must have

been taken by the contestants submitting them although developing, printing and enlarging of the entries by the contestants is not required.

Individuals who are subjects of portrait photographs must authorize in writing on the entry form the submission of the entry in the contest and its use for contest publicity.

No official military photographs are eligible and entries deemed unworthy of consideration or unsuitable for exhibition will be withdrawn from the contest.

To facilitate cataloging and han-

dling, entries will be identified as follows. Black and white photographs should have a card affixed to the back on which will be written the name, rank or rate, file or service number and duty station of the contestant as well as the title of the entry. Color transparencies will have printed on the mount the name, rank or rate, file or service number and duty station of the contestant and title of the entry.

Each contestant shall submit with his entry the following information *in quadruplicate*: (a) date of submission (b) name (c) rank or rate (d) file or service number (e) military address (f) permanent home address (g) hometown newspaper (h) title of photograph (i) type of camera (original negative size) (j) type of film, exposure and aperture used (k) if developed and printed by the contestant, the type of paper and developer used and any special treatment given (l) an informative paragraph including any interesting details about the subject and conditions under which the photograph was taken and processed. In addition the following statement must be signed by each contestant and witnessed by his Special Services officer: "I have read and agree to abide by the rules and regulations governing the Fourth Inter-Service Photography Contest. I further certify that the photograph submitted herewith was taken by myself."

Each of the commanders italicized below shall serve as group hosts and select photographs from activities within his group and forward to the Chief of Naval Personnel (Pers-G113) to arrive prior to 30 Apr 1953.

Entries will be shipped collectively and will include a complete inventory.

Entries will be returned by collective shipment to group hosts for return to individual contestants. While every effort will be made to assure safe return of entries, the Navy Department can assume no responsibility for loss or damage.

- *Com 11*: Activities within the 11th, 12th, 13th and 17th Naval Districts; all Pacific Fleet units on the West Coast.

- *Com 14*: Activities ashore and afloat in the Hawaiian area and west of the Hawaiian Islands.

- *Com 4*: Activities within the 1st,

## The Navy's Fighting Seabees

The Seabees today are an outgrowth of World War II. They did have an early counterpart, a "Naval Construction Regiment" formed at Great Lakes during World War I, but it was disbanded at war's end. Between then and World War II there were battalions.

The threat of war between 1939 and 1941, however, brought about an unprecedented period of expansion in the naval shore establishment, particularly in overseas bases. By 1941, five "island chains" of bases were under construction. All work was being done by civilian labor under private contract.

As the danger of war became more imminent, disadvantages in the use of civilian workers at overseas bases, particularly in what might become combat areas, became apparent. Civilian workers, for example, were not trained to defend either themselves or the installations they were constructing against air enemy attack. If they did fight, they became guerrillas, with no rights, according to international law, or prisoners of war.

So on 28 Dec 1941, just three weeks after Pearl Harbor, the Navy's fighting construction battalions were formed. (In 1946 the Seabees were made a permanent part of the Navy.) Skilled workmen from 60 trades answered the call to military service. They were first called "CB men," but later became known simply as "Seabees." They were a highly mobile, self-sustaining force and possessed construction skills equal to those of the civilians they replaced. Adequately trained and equipped, the Seabees could also engage in defensive combat operations if they had to.

During World War II, the Seabees were in every major amphibious operation staged by American fighting forces. Often they followed on the heels of the assault waves. Throughout the Atlantic and Pacific theaters they built airfields, roads, harbor installations, utilities and many housing facilities.



The Seabees today serve in three principal types of organizations — amphibious construction battalions (ACBs), mobile construction battalions (MCBs) and construction battalion maintenance units (CBMUs).

In a typical Marine assault operation, Seabees lay down pontoon causeways and barges, then unload trucks, bulldozers and other construction equipment. Once ashore they defend their own positions with infantry weapons.

The amphibious construction battalions follow the fighting men ashore and help secure a toe-hold on an enemy beach. They take the first steps toward establishing a base. After a beachhead has been secured and minimum temporary facilities have been constructed, the ACBs move to another assignment and the MCBs take over to build and defend whatever type of base the military forces need. Upon completion, the MCBs are replaced by a maintenance unit, which is only about one-fourth as large.

More and more the Seabees are becoming an integral part of the Navy's scientific team. The aggressive "Can do, will do... did" spirit which carried the fighting World War II Seabees to remarkable achievements is as evident as ever.

3rd, 4th, 6th, 8th and 9th Naval Districts.

- *Com 5*: Activities within the 5th, 10th and 15th Naval Districts and the Potomac and Severn River Naval Commands; fleet and shore-based units of the Atlantic Fleet, including Atlantic Fleet units operating under CinCNELM.

Naval Air Training activities, reserve fleets and all other activities shall compete in their naval district eliminations (NROTC units are excluded from participation). Fleet Marine Force units when stationed within naval districts shall be considered as shore-based activities and shall participate in their naval district eliminations unless otherwise authorized by the Commandant of the Marine Corps.

If it is desired, competition at local or lower level activities may be conducted on an elimination basis with appropriate awards.

Entries will be judged primarily for originality, interest and appeal. While good craftsmanship is important and desirable, photographic technique will be a secondary factor in determining the winners. Color transparencies will be considered separately from black and white photographs. The official rules and regulations for the contest are contained in BuPers Notice 1700.00 of 23 Dec 1952.

## Navy Uses Supply Catalog Prepared for All Services

The Navy as well as the other branches of the Armed Forces will now use a new catalog in military supply operations.

A single catalog, titled *Federal Supply Catalog, Department of Defense Section, Subsistence*, lists all items of food which the Army, Navy and Air Force may stock, purchase and issue.

The catalog is the first in a series to be prepared and published by the Defense Supply Management Agency, created by Congress last July to develop a single military supply catalog and a related standardization program.

The new catalog reduces by 42 per cent the number of food items originally catalogued by the three military departments. It contains 1131 different food items considered by the three services to be adequate to meet all requirements.

## White Marsh Fact Sheet Briefs New Crew Members

When a new man reports aboard *uss White Marsh* (LSD 8) for duty, he is briefed on certain highlights of Navy life. What's more, he finds himself in savvy company — savvy about Navy living.

Behind this thorough indoctrination is a fact sheet aptly entitled "I Understand." Reading it, the new man is cued off on the key points

in the daily life of a 4.0 Navyman and a good shipmate. The points are discussed with his division officer to assure a thorough understanding.

Each man receives a copy to keep in his locker for ready reference; a signed copy goes into his service record. Here's the *White Marsh* fact sheet:

- I understand that being a good shipmate requires my personal conduct to be of the highest order.
- I understand that I am at all times a public relations representative for the naval service; that wearing the uniform with pride and that upholding the good name of my ship are cardinal requisites.
- I understand that the readiness of my ship to meet any peacetime or wartime assignment depends upon the officers and men as a coordinated and efficient team, and that I am a vital member of that team.
- I understand that the hand salute is a mark of military courtesy and respect and that it shall be performed by me with smartness and precision.
- I understand that the "law of the sea", which charges every officer and man with individual responsibility for the safety of his ship, calls for responsibility whether on watch or off watch.
- I understand that unauthorized absence is a very serious offense; that if for an unforeseen reason I cannot return on time, I will phone or telegraph the ship in a timely manner to request an extension.
- I understand that it is my individual responsibility not only to keep my own cleaning station in a good condition of cleanliness and upkeep, but also to help others keep their spaces clean and shipshape.
- I understand that spaces marked "Restricted to Unauthorized Personnel" are to be respected.
- I understand that fire is one of the most serious shipboard hazards and I shall be always alert to detect fire and eliminate fire hazards.
- I understand that if I have any special problems my division officer should be consulted. If no satisfactory solution can be effected, the problem will be referred up the chain of command until a satisfactory solution is found. I understand that I have access to a chaplain for problems of a private nature which cannot be solved on shipboard.
- I understand that it is wise to put away a little money for emergencies; that if an emergency exists requiring financial help, such help is available from the CO or agencies like Navy Relief or Red Cross.
- I understand that I must have the latest approved identification card and identification tag in my custody and that I shall report immediately if one is lost.
- I understand that I must have a ship's liberty card on liberty.
- I understand that the completion of a Navy training course for the next higher rate is a standard requirement for advancement.
- I understand that it is my responsibility to keep my person clean and my clothing neat and in good repair.
- I understand that if away on leave or temporary additional duty I shall leave a clean mattress cover and pillow case on my bunk.
- I understand that when assigned a gas mask to my personal custody I am responsible for its proper care and readiness for instant use.
- I understand that it is my personal duty to keep a full bag of clothing and to keep my locker shipshape.
- I understand the voting rights of U.S. citizens who are of age and that most states authorize use of absentee ballot to exercise this right.
- I understand that it is the policy of all Navy commands to afford each man the opportunity to receive spiritual guidance.



## Round-Up on Sea-Shore Rotation for Enlisted Personnel

Here is a complete round-up on the Navy's current sea-shore rotation program for enlisted personnel. The new policy was announced in BuPers Instruction 1306.20 of 10 Dec 1952 and provides among other things for a reduction in sea time required of some ratings before they are eligible to put in for duty ashore.

In brief, the sea-shore rotation program is set up to meet the needs of the Fleet for rated men and at the same time to give each man of similar rating an equal chance for shore duty.

An understanding of the methods used by BuPers to determine how long you must remain at sea before you can put your name on the list for shore duty will help you answer

the familiar question, "When can I put in for shore duty?"

To be eligible for a tour of duty ashore each Navyman must meet certain *minimum* requirements. He must have accumulated the minimum amount of sea service required for his rate (see table on p. 51). This schedule is revised from time to time to meet the needs of the service.

Completion of the minimum sea duty time does not mean that he will be ordered to a tour of shore duty at that time. It does mean that he is eligible to submit his request for shore duty as explained below. His name will be placed on the *Shore Duty Eligibility List* according to his total of sea duty time among the

men of his same rating and rate.

A man's SDEL request must also indicate his willingness to obligate himself at the time he is actually ordered to shore duty, for the period of service required to complete his normal tour of shore duty. This action is taken to justify transportation costs and to promote permanency of personnel on shore stations and at sea.

How long will my shore duty last? The length of a tour of shore duty, with the exception of personnel ordered by BuPers specifically to fill instructor billets, depends upon your rate. Periods of shore duty are:

- Medical Group X and XI, all YN, PN, AC, JO — 3 years.
- Personnel ordered by BuPers specifically to fill instructor billets—3 years.
- Designated strikers for a pay grade E-4 rating who are filling a pay grade E-4 billet—2 years.
- All other ratings — 2 years.
- All other SN, FN, SA, FA—18 months.

Incidentally, the date of commencing shore duty is the date of first reporting to duty ashore in the continental U.S. The date of termination of shore duty is the date of detachment from last shore to sea duty.

Sometimes the needs of the service require that a man be transferred before completion of the normal tour of shore duty as outlined above. In such cases continuous duty performed for a period of 12 months or more will be considered to have been a "normal tour of shore duty" when performed in the allowance of the Bureau Shore or Fleet Shore Duty.

How do I submit a request for shore duty? There are two types of shore duty. First, *Bureau Shore Duty* which is duty within the allowances of shore activities within the U.S. proper. Such shore activities are included in the following administrative commands:

- All continental naval districts and river commands, *except* such duty afloat in these districts and commands as has been designated by the Chief of Naval Personnel as sea duty for rotation purposes.
- Naval Air Training Command.
- Naval Airship Training and Experimentation Command.
- Bureaus, boards and offices of

### Whirlybird Rises from the Deep, Aided by 'Little' Ships

The odds against salvage of a downed and drowned helicopter are high, but through the combined efforts of vessels from the Mine, Destroyer, Service and Amphibious Forces in the Far East, one such copter was saved from a watery grave.

While searching for enemy mines in the inner harbor of Wonsan, Korea, the copter had an engine failure. A short while later she was resting on the harbor bottom in five fathoms of water. Her pilot and crewman had escaped uninjured and were rescued by Minesweeping Boat 15—one of the vessels she had been spotting for.

To attempt to salvage the whirlybird, Minesweeping Boat 13 moved in and buoyed the plane. MSB 13's mine disposal unit then began underwater diving operations. A quick check showed that the damage was limited to the loss of two rotor vanes which had broken loose on impact. The copter rested upright, though slightly canted, on the bottom. Salvage was therefore considered feasible.

Here were the odds. The plane was within 200 yards of gun emplacements on enemy-held Hodo Pando. A change of weather was imminent; wind and sea were expected soon to increase to storm level. The sunken helicopter lay in waters only partially swept for

mines—not yet fully cleared for safe navigation. Finally, the largest vessel considered worth detailing to the rescue—an auxiliary motor minesweeper—would be unable to lift the copter clear of the water.

Nevertheless, operations got underway. Minesweeping boats from USS *Comstock* (LSD 19) moved in to landward and set up a smoke-screen. USS *Barton* (DD 722) stood by for fire support. USS *Chatterer* (AMS 40) proceeded to the copter area where underwater swimmers shackled the copter's rotor to her anchor windlass cable. The AMS then lifted the plane clear of the bottom.

With the copter hanging beneath her stem—the water taking the copter's weight—the AMS backed down to seaward for two and one-half miles. Upon entering swept waters, she turned the plane over to USS *Tawasa* (ATF 92) which successfully hoisted the copter onto her fantail. During this part of the operation, intense (but inaccurate) small-arms fire whistled by from enemy machine guns.

The fleet tug then proceeded out of the harbor and turned the plane over to USS LST 799, which in turn delivered it to its home base for overhaul and repair. Once again operational, the much-handled helicopter is now back spotting mines. —J. Bellefeuille, JO2, USN.

the Department of the Navy, and field activities thereof, except such duty as has been designated by the Chief of Naval Personnel as sea duty for rotation purposes.

The second type is *Fleet Shore Duty*. This is duty in the allowance of shore-based Fleet activities within the continental U.S. with the exception of duty in two following groups, which are classified as sea duty—

- Aviation Branch (Group IX) ratings attached to shore-based fleet air activities, and Medical and Dental Branch (Groups X and XI) ratings attached to Fleet Marine Forces.

- Underway, Training Elements, Amphibious Operational Training Elements, Mobile Ordnance Service Units, Construction Battalions, Mobile Construction Battalions, Beach Jumper Units ONE and TWO, Naval Beach Groups, Underwater Demolition Teams, Fleet Camera Parties and Cargo Handling Battalions.

Your request for shore duty, if it's for Bureau-controlled duty, must be submitted via your commanding officer on the *Shore Duty Request Card* (NavPers 2416 Rev 5-51). In filling out this form you may indicate three choices for shore duty. This means that you indicate one of the naval districts, PRNC, SRNC, CNATRA or CNATE and then list the preferred locality which is under the administrative control of the command.

When you are selected for shore duty you will be transferred to the naval district of your choice and then assigned to duty in that district. The Commandant attempts to assign the man to a locality of his choice. If this cannot be done, the man is assigned to duty where his services are required.

It is not necessary to indicate a second or third choice if duty is desired in only one locality. If a second or third choice is desired it should be other than the one given as your first choice. Optional choice of "Anywhere in the U.S." may be given as a first, second or third choice, but it is not mandatory.

The waiting period on the *Shore Duty Eligibility List* for a normal tour of shore duty may be considerably reduced in many instances by utilizing the optional choice of "Anywhere in the U.S."

The waiting period may be con-

siderably reduced in many instances by submitting requests for activities under the administrative control of the Chief of Naval Air Training. The *Catalog of Naval Shore Activities* (OpNav P 213-105), should be consulted for the current listing of these activities.

If your name is on the SDEL and you have not received orders to a tour of shore duty prior to the expiration date of your enlistment—and you then extend or reenlist—you will not be considered further until such time as you notify BuPers via your commanding officer, of the following:

- Present permanent-duty station.
- Present rate.
- New expiration of enlistment date.
- Navy job classification and service-type code.
- Marital status.

If you have a *Shore Duty Request* card on file in BuPers and there has been a change in your status you should notify BuPers (Attn: Pers B211k) promptly. A change in your

status may reduce your waiting period.

#### How Assignments Are Made

Shore duty assignments are based on specific duty assignment in advance of your actual transfer. This means that the Navy wants you to have ample time to make arrangements for transportation of dependents and household goods direct to the ultimate shore-duty assignment, to curtail travel and to reduce expense in the interest of the Government and the individual.

Transfer directives are normally issued three months in advance of the date on which you will report to your shore assignment.

To help the shore administrative commander determine your duty assignment, BuPers indicates on the transfer directive the locality requested and your marital status, as indicated on your request card.

If you have any special qualifications for a billet ashore you may outline them briefly in the space provided on the request card. This will assist your new commanding officer

## WHAT'S IN A NAME

### USS Bennington

uss *Bennington* (CVA 20) has recently rejoined the U.S. fleet after four years in "moth-balls" and a two-year reconstruction job which has made her the sixth of the Essex class carriers to be completely rebuilt and modernized.

The carrier, veteran of the Pacific during World War II, had her displacement increased from 27,000 to 32,000 tons. Other changes included strengthening the flight deck for jet planes, a new fueling system for aircraft, stranger elevators and new anti-aircraft protection.

The present-day *Bennington* is the second to bear the name. The original ship was named for the Revolutionary War battle that took place 16 Aug 1777, near Bennington, Vt., when the American general, John Stark defeated a British force. Though called the "Battle of Bennington," it was actually fought across the state line in New York.

The original *Bennington*, a three-masted Navy gunboat commissioned in 1891, earned her place in history when on 7 Jan 1899, she took possession of Wake Island. In addition, she saw service in the South Atlantic, Europe, Hawaiian Islands and on the Asiatic Station. She was taken out of commission in 1910.

The present-day *Bennington* was originally commissioned 6 Aug 1944, the 12th of the 24 Essex-class carriers to be built and the first to be built at the New York Naval Shipyard, Brooklyn. On 10 Feb 1945, *Bennington* participated in the first carrier offensive on Japan and later saw action at Okinawa and Iwo Jima during the last seven months of the Pacific war. On 8 Nov 1946, she was assigned to the "moth-ball" Atlantic Reserve Fleet at Norfolk, Va., where she remained until the start of conversion work in 1950.





in determining your next duty assignment.

As stated above, if you do not have enough obligated service remaining to complete a normal tour of shore duty, you will be required to execute an *Agreement to Extend* your enlistment. If you do not agree to extend your enlistment, BuPers will remove your name from the SDEL and you will be required to requalify in accordance with the BuPers Instruc-

tion before you can submit another shore duty request.

## Name on Only One SDEL

Enlisted personnel will be carried on either a *Fleet Administered Shore Duty* list or on lists controlled by BuPers.

In addition to the basic BuPers Shore Duty List for continental U.S. shore duty assignments, the Bureau maintains specialized lists for Instructor Duty, Recruiting Duty and

overseas Attache-Mission Duty.

A man may put his name on the basic BuPers list and at the same time have his name on both the Instructor Duty List and Attache-Mission List. He may not, however, have his name on both the basic BuPers List and the Recruiting Duty List at the same time.

When it is brought to the attention of the Chief of Naval Personnel that a man is carried on one of the Bureau's shore duty lists and a fleet administered shore duty list at the same time, this violation will be investigated and appropriate action taken, based on the circumstances of the individual case.

If you are serving ashore at some overseas base and have your dependents on station and receive orders for a normal tour of shore duty in the continental U.S. before you have completed your normal tour of duty at the overseas base, your transfer directive will be returned to BuPers for cancellation. Your name will be retained on the Bureau's SDEL for consideration again when you have completed your overseas tour.

The same rule is true for enlisted personnel without their dependents on station if they are on duty west of Midway or east of the Azores, ashore or in non-rotated ships, if they receive orders for a normal tour of shore duty and have not yet completed 12 months of their present duty. Such orders will be canceled and the man's name retained on the SDEL until he has completed the 12 months' tour or the Bureau directs his transfer to meet the service needs.

## Naval School Graduates

Graduates of service schools on *returnable* quotas are not normally ordered to shore duty until a minimum period of six months from date of return to the command from which they were ordered to school.

Graduates of service schools on *nonreturnable* quotas will not normally be ordered to shore duty until after six months from the date of their graduation unless the man's duties ashore will utilize the education obtained in school. If BuPers should order to a normal tour of shore duty a service school graduate who is presently serving on board for less than six months since his return from school, and the commanding officer considers that the training he re-

## One-Time Fireman Third Class Retires as Rear Admiral

In the spring of 1926 salvage work was being done on the submarine *uss S-51* which lay on the Atlantic Ocean's bottom 20 miles off the coast of Rhode Island. She had gone down the previous winter as the result of being rammed by the *ss City of Rome*.

After two months of salvage work the sub at last was brought to the surface. The submarine rode bow high at an angle of 30 degrees with her stern compartments still flooded. Actually, her bow was supported by four salvage pontoons but her four stern pontoons still rested on the bottom.

A storm caused the floating pontoons to grind and smash against each other and against the sub. Captain (later Fleet Admiral) Ernest J. King, USN, in charge of the operation, decided that the only way to save the sub was to open the pontoon flood valves and let the boat sink to the bottom, then try again. Rough work in an Atlantic storm.

Boatswain Richard E. Hawes, USN, in charge of a crew of volunteers, took the job. Working from a surfboat, he put his men on the pontoons, hauled them clear with a safety line when they were washed off and pulled them into the boat for another try.

By the time the valves on three of the pontoons were opened, the men were exhausted. Boatswain Hawes then turned over the control of the surfboat to his coxswain. Waiting for a favorable moment he leaped aboard a pontoon himself and wrestled open its vent valves. The sub sank slowly from sight and was raised two weeks later. For this exploit and for other outstanding

work during the *S-51* salvage, Boatswain Hawes was awarded the Navy Cross.

Fifteen years later, in December 1951, he earned a second Navy Cross for his actions during the Japanese bombing of Cavite, P. I. With his ship, *uss Pigeon* (ASR 6), he maneuvered the damaged *uss Seadragon* (SS 194) from alongside a wharf and a sunken sub to a position where *Seadragon* could maneuver clear in the channel.

Holding two Navy Crosses is not the only distinction of Richard E. Hawes. He recently retired as a rear admiral enlisting as a fireman third class and working his way up the promotion ladder.

A native of Thomson, Ga., he first enlisted in June 1917. His first duty was in *uss Oklahoma* (BB 37) where he was promoted to storekeeper first class in a year's time. In August 1918 Hawes received a commission as a temporary ensign, USN. But late in 1921, under then-current Navy administrative policies, he reverted to warrant boatswain. Later he was promoted to Chief boatswain. In 1929 he was again commissioned ensign by a special act of Congress. From then on, his rise in the Navy was a steady one.

The 1930's and 1940's saw him serving in various submarines and sub rescue vessels. In addition to *uss Pigeon*, he has commanded *uss Falcon* (ASR 2), *uss Chanticleer* (ASR 7) and *uss Anhedon* (AS 24). His last duty was Inspector for the Third Recruiting District with headquarters at Macon, Ga.

During his 35 years of naval service there was only one uniform Admiral Hawes didn't wear — that of chief petty officer.

ceived is of sufficient importance to warrant retention of the man on board until completion of the six months' period, the CO may hold the orders in abeyance and advise BuPers of such action.

Based upon the needs of the service, the Bureau will direct the orders to be executed, or will cancel the orders and retain the man's name on the SDEL for consideration after completion of six months on board from date of return to his old duty station or date of arrival at his new duty station.

If, upon receipt of the Bureau's transfer directive to a normal tour of shore duty, the man has already been ordered to, or transferred to an activity as a member of a reactivation crew, or if he is presently serving on board a vessel which has been in commission less than six months since last commissioning, the CO will consider the directive canceled. However, the man's name in this case will be retained on the SDEL without penalty. His name will be considered

again after completion of six months on board from date of commissioning.

Reserve Fleet Group Duty

Enlisted personnel who meet the eligibility requirements may submit a request for Fleet shore duty in any Reserve Fleet Group in the opposite Fleet. In this case the man's request is submitted in the same manner explained above, but with a notation on the bottom of the card as follows: "Reserve Fleet Group, Opposite Fleet." The request is then forwarded to BuPers (Attn: B-211k). If consistent with the needs of the service, the Bureau will forward the man's request to the appropriate service force commander for endorsement and will indicate the total continuous sea service of the man.

If Reserve Fleet Group shore duty is desired on the same coast the man's request is administered by his own service force commander.

Waiting lists for this duty are not maintained by the Bureau or by the service force commanders. If a man cannot be ordered in the near future,

his request will be disapproved.

Submarine Personnel Shore Duty

Submarine forces personnel who are qualified in submarines and who meet the shore duty eligibility requirements may submit a request for a normal tour of fleet shore duty in any Reserve Training Submarine in the opposite fleet in the same manner as explained above. The man's Shore Duty Request card should be noted as follows: "Reserve Training Submarine, Opposite Fleet." If consistent with the needs of the service, the Bureau will forward the man's request to the appropriate submarine force commander. If the submarine force commander requests the man's transfer, the Bureau will order the man to the Reserve Training Submarine designated by the submarine force commander.

A waiting list for this type duty is kept by each submarine force commander for men of the opposite fleet.

Questions concerning sea-shore rotation should be referred to your personnel officer.

SEA SERVICE REQUIREMENTS (IN MONTHS)

Rating	Pay grade					Rating	Pay grade				
	E-7	E-6	E-5	E-4	Designated strikers		E-7	E-6	E-5	E-4	Designated strikers
BM	36	36	36	36	36	ME	48	48	36	36	36
QM	48	48	36	36	36	FP	48	48	36	36	36
RD	18	24	24	24	24	DC	36	36	36	36	36
SO	18	24	24	24	24	PM	48	48	36	36	36
TM	48	48	36	36	36	ML	48	48	36	36	36
GM	48	48	36	36	36	SV	24	24	24	24	24
FT/FC	18	18	36	36	36	CE	24	24	24	24	24
MN	18	24	24	24	24	CD	24	24	24	24	24
ET	18	18	24	24	24	CM	24	24	24	24	24
IM	48	48	36	36	36	BU	24	24	24	24	24
OM	48	48	36	36	36	SW	24	24	24	24	24
TE	18	18	24	24	24	UT	24	24	24	24	24
RM	24	24	24	24	24	AD	24	24	24	24	24
CT	18	18	18	18	18	AT	24	24	24	24	24
YN	18	18	24	24	24	AL	24	24	24	24	24
PN	18	18	24	24	24	AO	24	24	24	24	24
SK	24	24	24	24	24	AC	18	18	18	18	18
DK	18	18	24	24	24	AB	24	24	24	24	24
CS	24	24	24	24	24	AE	24	24	24	24	24
SH	24	48	48	48	48	AM	24	24	24	24	24
JO	24	24	24	24	24	PR	24	24	24	24	24
PI	24	24	24	24	24	AG	24	24	24	24	24
LI	24	24	24	24	24	TD	18	18	18	18	18
DM	24	24	24	24	24	AK	24	24	24	24	24
MU	24	24	24	24	24	AF/PH	24	24	24	24	24
MM	48	48	48	48	48	HM/DT	21	21	21	21	21
EN	48	48	36	36	36	SD	36	36	36	36	36
MR	48	48	36	36	36						
BT	48	48	48	48	48						
EM	48	48	36	36	36						
IC	48	48	36	36	36						

HN, HA, DN, and DA . . . . . 21 months  
All other SN, FN, CN, TN, AN, SA, FA, CP, TA, AA . 24 months

The requirements above are for eligibility to submit a shore duty request and should not be interpreted as defining a tour of sea duty.



## Shore Duty Request Procedures Established for Hardship And Humanitarian Cases

Enlisted personnel who request shore duty assignment for humanitarian or hardship reasons are now required to comply with new procedures.

Detailed information concerning the proper form for letters of request and the supporting documents and affidavits required is contained in BuPers Inst. 1306.24, 16 Dec 1952.

The directive states that transfer for humanitarian or hardship reasons should not be requested in cases where emergency leaves will solve the problem. Moreover, if the man's hardship condition is of a permanent nature he should request a hardship discharge in accordance with procedure outlined in Art. C-10308 of BuPers Manual 1948.

The fact that a man submits a re-

quest for humanitarian shore duty does not necessarily mean that this request will be approved. Only requests which meet the following conditions may be approved:

- A severe hardship not normally encountered by other members of the naval service must be positively established.
- Presence of the Navyman must be necessary to alleviate the hardship.
- The hardship is such that it is expected to be resolved within a period of four months.

Requests for humanitarian or hardship duty assignments to Bureau-controlled shore duty billets, or for change of Fleet, must be submitted in letter form and accompanied by substantiating affidavits. To expedite disposition of such requests, letters should be submitted via the commanding officer direct to BuPers (Attn: Pers B-211m). Submission of

requests through further chain of command is not required or desired.

The Bureau will not take action on requests for assignment to localities where reassignment within the same Fleet or Service Force is possible. In such cases the request should be submitted to the appropriate Fleet commander in the manner prescribed by Fleet directives.

In cases where a man is granted emergency leave to meet an urgent situation, and there is probability that the hardship condition will continue, the Bureau may authorize the man, while on emergency leave, to submit a request for humanitarian assignment. In this case his request may be forwarded direct to the Bureau (Attn: Pers B-211m) via the naval activity nearest to his leave address instead of through the commanding officer of his permanent duty station.

A request of this type should arrive in the Bureau not later than three working days in advance of the departure date from the man's leave address.

The Bureau does not normally approve extension of humanitarian shore duty beyond the four month's assignment period. Such requests for extension are approved in only unusual and meritorious cases and the hardship condition must again be substantiated by new documents.

In such cases the need for an extension in itself is an indication that a discharge may be warranted.

## Cat Froze, Ram Was Hurt, But Essex Kept 'Em Flying

What happens when a two-and-a-half ton piece of machinery vital to the operations of an aircraft carrier suddenly breaks down 10,000 miles from the nearest means of repair?

The aircraft carrier *USS Essex* (CVA 9), operating in Far Eastern waters, provided the answer.

During routine tests as *Essex* was readying to join Task Force 77, her 200-foot port catapult suddenly "froze."

(*Essex*-class carriers have two catapults built flush into the forward end of their 900-foot flight decks. All jet aircraft and night raiders are launched by catapult. The loss of one catapult can seriously cripple the ship's ability to maintain her schedule of operations.)

Micrometer readings taken the day the machinery froze revealed a bulge in the braking cylinder. It was evident that a new braking ram was needed—and the nearest cylinder of this type was 10,000 miles away in the Philadelphia Naval Air Material Center. *Essex* immediately requested top priority air shipment of the 4665 lb. steel part.

Commander Task Force 77 decided *Essex* should proceed with her scheduled operation. The ship

returned to the operating area and launched her flights as best she could with only one catapult.

Meanwhile, the ship's force under the supervision of Chief Machinist Mate John Black, USN, removed the damaged ram through a ten foot hole cut in the steel bulkhead of the machinery room. The heavy ram was then taken six levels up to the flight deck on a bomb elevator.

Back in the States, the new cylinder had started its journey. Catapult experts from Philadelphia, Pa., Bremerton, Wash., and San Diego, Calif., came along to Japan to supervise its installation.

As soon as the new cylinder arrived, *Essex* returned to port where 31 men of the catapult crew under Lieutenant Ray B. Cairns, USNR, began the tedious installation. For the next 66 hours they worked 'round the clock.

The catapult representatives from Philadelphia arrived and Fleet Activities, Sasebo, Japan, supplied a giant floating crane to aid the crewmen.

Five days later, *Essex* was back in line with Task Force 77. The whole complicated operation, from the discovery of the bulge to the installation and testing of the new "cat" took only 12 days.

## Second Electronics Course Now Ready for Technical Officers

A new officer correspondence course, *Naval Electronics, Part II* (NavPers 10929), is now available from the Naval Correspondence Course Center, Brooklyn 1, N. Y.

Intended primarily for technical officers, the 10-assignment course stresses basic radar theory, circuits, test equipment, maintenance procedures, and a general survey of typical naval radar equipment and systems.

Enrollees should have completed *Naval Electronics, Part I* (NavPers 10925), or have had equivalent training in electronics before applying for the new course. Applications should be made on form NavPers 992, forwarded to the Correspondence Course Center via official channels.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and Sec Nav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 62—Announces convening of a selection board to recommend Civil Engineer Corps officers on active duty for temporary promotion to the grade of rear admiral.

No. 63—States that American military personnel, including crew members of U. S. military aircraft who are not permanently stationed there, must possess valid passports and visas when arriving at Dhahran Airfield, Saudi Arabia.

No. 64—Christmas message from the President to the U. S. armed forces.

No. 65—Christmas messages from SecNav to the Navy.

No. 66—Appoints to the rank of lieutenant (junior grade), to rank from 1 Jan 1953, ensigns of the Navy and Naval Reserve (on active duty for longer than 30 days) whose date of rank is between 1 Jan 1951 and 1 July 1951 inclusive.

No. 67—Announces the temporary promotion to the grade of rear admiral of one officer of the Civil Engineer Corps of the Navy.

No. 68—Suspends payment for uni-

form allowance to Naval Reserve and Marine Corps Reserve officers as of 1 Jan 1953.

No. 69—States that submarine personnel will not be entitled to hazardous duty pay for any period in excess of 15 days in which they may be away from their ship.

No. 70—Authorizes the destruction of certain medical supplies.

No. 71—Announces that the Armed Forces Reserve Act of 1952 became effective 1 Jan 1953 and that, pending amplifying instructions, Reservists on active duty will continue to be administered under existing directives.

### BuPers Instructions

No. 1020.2—Clarifies U. S. Navy Uniform Regulations concerning uniforms to be worn by Naval officers serving with Marine Corps units.

No. 1030.6—Designates commands authorized to approve requests of enlisted personnel for certain basic allowances.

No. 1120.11—Brings up to date eligibility requirements and processing procedures for enrollment of enlisted men in the Naval School, Officer Candidate, Newport, R. I.

No. 1120.12—Outlines eligibility requirements and processing procedures whereby Naval Reserve officers and temporary officers of the Regular Navy will be considered for appointment as Regular unrestricted line officers.

No. 1120.13—Emphasizes the need for career officers from NROTC sources in the Regular Navy and gives the Navy's policy on equal opportunity for such officers.

No. 1210.4—Consolidates existing directives on officer designator codes.

No. 1220.8—Promulgates in the Navy Directive System the instructions and qualifications for designation of enlisted personnel as combat aircrewmembers.

No. 1220.9—Stresses the importance of complete understanding and utilization of the enlisted Navy job classification system.

No. 1301.12—Concerns assignment to duty involving flying of naval pilots after hospitalization.

No. 1306.20—Summarizes BuPers policy on sea-shore rotation of enlisted personnel.

No. 1306.22—Promulgates in the Navy Directive System BuPers policy on assignment of enlisted personnel

One of the most keenly alert observers during an aircraft carrier's flight operations is the flight surgeon. During all launchings or landings, day or night, aboard an aircraft carrier, the flight surgeon will be found on his station



high up on the ship's island structure. With a view of the entire flight deck, he keeps an anxious eye on operations. Any accident that involves an injury or possibility of an injury gets his immediate attention.

Headquarters for the flight surgeon, except during actual launchings and landings, is a battle dressing station located at the base of the ship's island structure on flight deck level. Here are all drugs, medicines and surgical



instruments to meet any emergency. A portable operating table and blood plasma enable the flight surgeon to perform emergency operations, such as amputations, treatment of shock, fractures, burns and hemorrhage.

Flight surgeons have their own distinctive breast insignia: a winged device with the Medical Corps' oak leaf design. In preparation for their job and after completion of normal studies in the medical field—new flight surgeons complete the Navy's course at the



School of Aviation Medicine, Pensacola, Fla. Along with their medical studies, all future flight surgeons also put in about 40 hours of flight training to gain familiarity with the problems of pilots.

## QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

- (b) Engaged in minesweeping operations.
- (a) At anchor.
- (b) Bulbous type bow.
- (c) Combination V-type, semi-flat stern.
- (c) Coincidence rangefinder. It's the one meter, Mark 57 type and is deck-mounted.
- (a) Navigational purposes.



to instructor duty at training activities under the management control of BuPers, BuAer and BuMed.

No. 1306.23—Promulgates in the Navy Directive System the eligibility requirements and procedure for requesting duty with the Naval Security Group.

No. 1036.24—States BuPers policy

on the assignment of enlisted personnel for humanitarian or hardship reasons.

No. 1306.25—Gives regulations governing the disposition and assignment to duty of enlisted naval personnel.

No. 1311.1—Adds to information contained in BuPers Manual concerning the transfer of officers on active duty to naval hospitals for medical treatment.

No. 1336.2—Promulgates in the Navy Directive System the requirements for enrollment in the Naval School of Music at Anacostia, Va.

No. 1430.6—Gives instructions governing issuance of Petty Officer Appointment Forms (DD Forms 216N and 216NR).

No. 1440.5—Gives full background and requirements for making a change in rating of an enlisted man.

No. 1552.2A—Provides instructions regarding issuance of the Atomic Weapons Effects and Individual Action Card.

No. 1626.4—Invites attention of commanding officers to the fact that certain sections of the Universal Code of Military Justice must be read to each enlisted man reenlisting or extending his active duty.

No. 1661.6—Makes a correction in the Referral Directory for Navy Veteran Counselors.

## BuPers Notices

No. 1030 (23 Dec 1952)—Concerns making out reports on Basic Allowance for Quarters.

No. 1306 (1 Dec 1952)—Requests candidates for all Class A Hospital Corps schools from eligible personnel.

No. 1085 (11 Dec 1952)—Makes certain changes in BuPers Instruction 1085.5 which concerns the issuance of identification cards to naval personnel.

No. 5215 (4 Dec 1952)—Cancels BuPers Circ Ltr. 77-49, involving termination of orders to duty involving flying; BuPers Circ. Ltr. 138-50, concerning designation of naval aviation observer (Controller) and BuPers Circ. Ltr. 193-51, concerning the terminology of orders issued naval personnel assigned hazardous duty flying; and states that these directives have been incorporated in current publications.

No. 1747 (5 Dec 1952)—Makes changes in List of Auxiliaries of the Navy Relief Society.

## "Worship Kits" Available for Religious Lay Leaders Through Force Chaplains

Religious lay leaders of the Navy and Marine Corps will soon be receiving the new "Worship Kits" prepared by the Chaplains Division of the Bureau of Naval Personnel. The kits are especially designed for small ships and overseas activities.

There will be materials in each kit for religious representatives of the Protestant, Catholic and Jewish faiths to assist the lay Navymen in conducting services aboard ship. The kits also contain a manual to help the layman conduct services and prepare sermons.

Protestant material consists of recorded church music for 12 services produced by the Westminster Choir. The recorded music for each service contains a prelude, responses, hymns, anthem, choral benediction and postlude. The theme of the 12 services is, "We Told These Truths," and there are four services under each of the following headings: "Acceptance of Christ," "Loyalty to God," and "Benefits of Religion."

The Catholic section of the kit contains booklets for Rosary Services entitled "Pray Together" Rosaries and other prayer books are also included.

Jewish Prayer Books and readings from the Jewish Scriptures are contained in the Jewish kit.

Chaplains are assigned to large ships and fleet commands, but many smaller vessels depend upon the help of laymen as assistants to the visiting chaplains for their church activities. The laymen carry out certain chaplain duties only, and do not conduct communion or perform baptisms.

During July, August and September last year, 1058 services were conducted by enlisted men and officers, representing all faiths, aboard destroyers of the Navy. More than 17,000 Navymen attended these lay-conducted services.

Men who are interested in acting as religious representatives in smaller vessels should talk the matter over with their executive officer. The fleet chaplains are ready to guide qualified personnel in enlarging the present program.

Ships desiring the new "worship kits" may order them through the Fleet or Force Chaplain.

## Highly Classified Pigeon Enjoys New Life on DE

A United States escort vessel, *uss Loeser* (DE 680), literally "got the bird" from the Irish coast recently as the ship steamed past the Emerald Isle en route to the United Kingdom to participate in "Operation Mainbrace". The bird, a carrier pigeon, made an "operational landing" aboard the escort vessel while the ship was nearly 60 miles from the Irish mainland.

A capsule attached to the leg of the wayward bird contained a message, but so far the letter remains a military secret—it is written in Gaelic and the best efforts of both cryptographers and linguists have failed to "break" it.

The skipper of *uss Loeser* reports that the pigeon apparently appreciates the advantages of his present position because the winged messenger refuses to leave the ship. He enjoys hearty meals of corn flakes, walks about the deck with a steady seaman's gait, and flies only far enough to permit him to take up his lookout duties atop the radar mast—his favorite daytime perch. Apparently he's decided to give up flying "classified" mail and is joining the Navy to see the world. — Second Lieutenant E. B. Brown, USMC, Comphibgroup 2.



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ **BABBITT, Arlene K.**, ADC, serving as a helicopter pilot in Helicopter Squadron One, Unit 14, attached to HMAS Sydney, during the rescue of two downed airmen behind enemy lines near Sariwon, Korea, on 26 Oct 1951. Although fully cognizant that failure of the mission would result in capture and possible death, and aware of the hazards presented by approaching darkness and the limited flying range of his helicopter, Babbitt volunteered to fly his vulnerable aircraft into enemy-held territory in an attempt to bring back the two men. Approaching his objective in the face of intense hostile antiaircraft and small-arms fire, he effected a daring landing in full view of the enemy, picked up the downed airmen and returned safe to Kimpo airfield 80 miles distant.

★ **CRAWFORD, Ernie L.**, AD1, USN, serving as crewman of a helicopter dispatched from USS Rochester (CA 124) to effect the rescue of a pilot downed in unswept waters close to the beach at Hungnam, Korea, during the bombardment of the enemy-held shore by Task Element 95.01 on 22 Jan 1952. Finding the airman unable either to free himself from his parachute or attach himself to the rescue sling, Crawford voluntarily jumped into the icy surf and maneuvered the pilot onto the sling although his own hands immediately became numb and he too failed to free the unconscious man from the parachute. Fully aware that the helicopter had a faulty landing gear that would preclude his own chance of being rescued if it collapsed and that he would be a small target to spot for returning search units, he chose to abandon his place on the aircraft to the injured pilot and remained in the frigid waters within range of hostile shore-battery and small-arms fire from the beach. The helicopter pilot delivered his patient to the nearest destroyer where he hovered above the ship to prevent collapsing the landing gear as the transfer was effected. About 20 minutes later Crawford was picked up and returned safe to Rochester.

★ **FOSTER, Fred T.**, HM3, USN, serving with a Marine Infantry Company, First Marine Division, near Yudam-ni, Korea, on 28 Nov 1950. When his platoon suffered five casualties Foster proceeded to the aid of the wounded

men and, braving intense hostile small-arms and grenade fire, personally evacuated all five. Exercising outstanding initiative, he established a temporary aid station approximately 50 yards behind the lines, providing protection for the wounded against sub-zero temperatures. At one point the enemy forced a penetration of the friendly line and threatened to overrun his aid station. He quickly organized a defense perimeter, utilizing the less seriously wounded for the 30 casualties for whom he was then caring and carried on with his treatment of the wounded. Although the hostile fire steadily increased, inflicting additional wound on the casualties, he refused to seek cover and moved continually about, giving aid and comfort to the wounded. When at daybreak the enemy attackers were repulsed, he took charge of an evacuation detail and removed all casualties to the battalion aid station approximately one mile distant.

★ **O'DONNELL, Terrance Wm.**, HN, USN (posthumously), attached to a Marine Rifle Platoon, First Marine Division, on 25 June 1952. Although seriously wounded when his platoon's position was attacked and overrun by a numerically superior enemy force, O'Donnell steadfastly continued to move about in the face of a devastating hail of heavy and intense hostile small-arms and artillery fire to administer first aid where needed and to personally carry the wounded to a covered position. He was directly responsible for saving the lives of several marines. O'Donnell persevered in his heroic efforts until his own wounds proved fatal.

★ **WAGNER, Robert C.**, HM3, USN, serving with the First Platoon, Company A, First Battalion, Seventh Marines (Reinforced), First Marine Division, on 7 Sept 1951. When forward elements of the platoon combat patrol he was accompanying were pinned down and cut off from the remainder of their group by enemy automatic-weapons crossfire, Wagner dashed through the hostile barrage to aid a wounded Marine lying in an open position. Undaunted by enemy fire directed at him, he skillfully treated the casualty and, despite painful hand wounds, carried the wounded man to a sheltered location. After rescuing another Marine casualty, Wagner remained with both wounded men until darkness would permit their return to friendly positions. Although the hostile fire prevented him from moving in any direction, he continued to render all possible aid to his patients without revealing their location to the enemy. When the platoon was forced

to withdraw and leave him alone with the casualties, he stayed with them for about 40 hours within a few yards of the enemy positions before he finally succeeded in assisting them to the safety of friendly lines.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility..."

★ **LUOSEY, Michael J.**, CAPT (then commander), USN, Commander Fleet Activities, Pusan, from 3 November to 31 Dec 1950; and Commander of all ROK Naval Forces assigned to the UN Blockading and Escort Force (Commander Task Group 95.7), from 3 Nov 1950 to June 1952. With Pusan the only base in Korea for logistic support of naval units and the sole port of entry for the ever-increasing supply of all troops, munitions and equipment, Captain (then commander) Luosey was eminently successful in establishing and operating Fleet Activities. As the first U.S. Navy representative in Korea during the critical period when all friendly forces were being forced southward to the perimeter around Pusan, he maintained liaison with top military commanders on questions of immediate and far reaching importance. This was a contributing factor in keeping the security of the vital port. Charged with the responsibility for the operation, training and administration of all ROK naval units over a period of almost two years, Captain Luosey instilled a high degree of *esprit de corps* and fighting spirit in the personnel under his command and welded these forces into effective combat groups which later achieved major successes in blockading, minesweeping and patrol activities.

★ **WILLIAMS, Richard C., Jr.**, CAPT, USN, Commander Mine Squadron Three and Commander Task Group 95.6 from 5 March to 24 Dec 1951. Captain Williams was eminently successful in the sweeping of extensive hostile mine fields in strategic areas off both coasts of Korea. Developing and implementing new tactics and techniques, he carried out daring inshore minesweeping operations in the face of concentrated fire from enemy guns. Sweeping as many as 90 mines within a single day, he enabled friendly naval forces to close in and bombard vital inland targets which would otherwise have been inaccessible.





"For conspicuous gallantry and intrepidity in action..."

- \* CLARK, Daniel W., LT (then lieutenant (jg)), MC, USNR, attached to the First Marine Division from 21 October to 3 Nov 1950.
- \* LEWIS, George H., LTJG, USNR, serving in USS *Walke* (DD 723) on 12 June 1951.
- \* SANKO, Joseph D., LT, USNR (posthumously), serving in Fighter Squadron 653 on 13 May 1952.
- \* STRAHLEY, Charles G., LTJG, USN (posthumously), serving in Fighter Squadron 52 on 21 Mar 1952.
- \* SWEERE, Richard T., HM3, USNR, attached to the First Marine Division on 10 Feb 1951.



"For heroism or extraordinary achievement in aerial flight..."

- \* BASCOM, Wade R., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- \* BIGLER, Harlan W., AL2, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.
- \* BROWN, Gerald R., ENS, USNR (posthumously), serving in Fighter Squadron 113 on 25 May 1952.
- \* BUSCH, Roland G., ENS, USNR (posthumously), serving in Fighter Squadron 653 on 1 Apr 1952.
- \* CARROS, John Z., LT, USN (posthumously), serving in Fighter Squadron 52 on 17 Feb 1952.
- \* CHENOWETH, Joseph H., ALC, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* CLINCH, Gerald J., AO1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* COBB, Burdell O., ADC, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* CRIST, Denzel L., LTJG (then ensign), USNR, serving in Attack Squadron 115 from 6 August to 19 Oct 1950.
- \* CRONIN, Francis J., LT, USN, serving in Fighter Squadron 32 from 10 Oct 1950 to 18 Jan 1951.
- \* CROSS, Ralph, LTJG, USN (posthumously), serving in Fighter Squadron 191 on 14 June 1952.
- \* DAVIS, Richard P., HMC, USN, attached to the First Marine Air Wing from 1 to 9 Dec 1950.
- \* DICKENS, Alfred C., Jr., AD2, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* FAIRCLOTH, Paul, AL3, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

- \* FELTEN, Robert E., LT, USN, serving in Helicopter Squadron Two, Detachment 41 on 18 Apr 1951.
- \* FRAINER, Albert J., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 6 August to 3 Oct 1950.
- \* FRANKOVICH, William M., LT, USNR (missing in action), serving in Fighter Squadron 653 on 22 Dec 1951.
- \* GARDNER, Channing, LTJG, USN (posthumously), serving in Fighter Squadron 653 on 18 Dec 1951.
- \* GONZALES, Alphonso, AL1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* GRABLE, Kenneth R., AD3, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.
- \* GRIFFITH, Jack W., LT, USN (missing in action), serving in Fighter Squadron 24 on 16 June 1952.
- \* HECKE, Loren, AD1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- \* JENSEN, Richard D., ENS, USNR (posthumously), serving in Fighter Squadron 653 on 11 Feb 1952.
- \* JOHNSON, Raymond O., AL2, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- \* KORDELESKI, John E., LTJG, USNR (posthumously), serving in Fighter Squadron 64 on 16 May 1952.
- \* KRUGER, Ira K., LT, USN, serving in Composite Squadron 33, Detachment Three from 10 Oct 1950 to 19 Jan 1951.
- \* LANGOWSKI, Joseph C., ADC, USN, serving in Patrol Squadron 46 from 27 June to 19 Oct 1950.
- \* NEILL, Dugald T., CDR (then lieutenant commander), USN, CO of Fighter Squadron 32 from 11 Oct 1950 to 19 Jan 1951.
- \* NICHOLSON, Earl H., AD3, USN, serving in Patrol Squadron 46 from 27 June to 17 Nov 1950.
- \* PHILLIPS, Robert B., LT (then lieutenant (jg)), USN, serving in Composite Squadron 33, Detachment Three from 10 Oct 1950 to 19 Jan 1951.
- \* RUDELL, Adler E., AL3, USN (posthumously), serving in Composite Squadron 35 on 8 June 1952.
- \* SALLES, Rocco S., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SANKO, Joseph D., LT, USNR (posthumously), serving in Fighter Squadron 653 on 1 Jan 1952.
- \* SHEA, Stephen J., LT, USN, serving in Composite Squadron 33, Detachment Three from 10 October 1950 to 19 Jan 1951.
- \* SOBEY, Robert L., LT, USNR (posthumously), serving in Fighter Squadron 653 on 22 Dec 1951.
- \* TATUM, David F., LTJG, USNR (posthumously), serving in Fighter Squadron 52 on 19 Feb 1952.
- \* TENNYSON, Durward J., LT, USN (posthumously), serving in Attack Squadron 195 on 6 June 1952.
- \* TUCKER, Lester B., GUN, USN, serving

in Patrol Squadron 46 from 27 June to 17 Nov 1950.

- \* WORKMAN, John C., LT, USN (posthumously), serving in Fighter Squadron 194 on 20 Apr 1952.
- \* WRIGHT, Hull L., LT, USNR (posthumously), serving in Fighter Squadron 653 on 11 Mar 1952.
- \* WUETHRICH, Don L., LT (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* QUINN, Etrol A., AL2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* RAEF, John R., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* RAGLIN, Erwin D., AT1, USN (missing in action), serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
- \* RANDLE, Jack, LCDR (then lieutenant), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* REICHEL, Alfred J., Jr., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* RIEBELING, Herbert A., LTJG (then ensign), USNR, serving in Fighter Squadron 53 from 18 July to 24 Sept 1950.
- \* ROBINSON, James C., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SCHUSTER, Duane P., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SEGALA, John A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SHANGRAW, Reynold D., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SHERIDAN, Philip H., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SILVERTHORNE, Frederick Wm., LCDR (then lieutenant), USN, serving in Composite Squadron 33 Detachment Three from 11 Oct 1950 to 18 Jan 1951.
- \* SKEEN, Earl V., ALAN, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SMITH, Edward H., AM1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SMITH, Ronald D., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* SPROULL, William C., Jr., ENS, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* STAHELI, Gerald D., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* STANTON, Hillis T., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* STAVNAW, Calvin G., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- \* STERRETT, Harlo E., Jr., ENS, USNR (missing in action), serving in Fighter Squadron 653 on 4 May 1952.

\* STUART, George L., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* TAYLOR, Conway A., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

\* THOMAS, Bob W., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* THOMASON, Kenneth P., AT1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* TRENT, James A., AT2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* TRETHRICK, Richard A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* VERLANDER, Joseph M., LTJG, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WADE, William D., LT, USN (then lieutenant (jg)), serving in Composite Squadron 61 from 6 August to 3 Oct 1950.

\* WAGNER, Eugene R., LTJG then ensign, USN, serving in Attack Squadron 55 from 3 July to 28 Sept 1950.

\* WANER, George E., AD2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WEITZEL, Raymond G., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WEST, Raymond Wm., LT (then lieutenant (jg)), USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.

\* WIATER, Francis J., AMC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WILBER, Raymond H., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WILLEY, Ernest M., AMC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WILLIS, Maurice C., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* WOOD, Robert C., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 28 Sept 1950.

#### Gold star in lieu of second award:

\* HEKKILA, Carl Wm., ADC, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

\* HOSIER, Ray S., Jr., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 10 Oct 1950 to 17 Jan 1951.

\* JACKSON, Richard L., LT, USNR (posthumously), serving in Attack Squadron 195 on 12 June 1952.

\* MCCAIG, James A., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 17 Nov 1950.

#### Gold star in lieu of third award:

\* HUGEL, Charles E., LT, USN, serving in Composite Squadron Three, Carrier Air Group 11 on 1 Sept 1950.

#### Gold star in lieu of fourth award:

\* FOWLER, Richard E., Jr., LT, USN, serving in Fighter Squadron 32 from 10 Oct 1950 to 17 Jan 1951.

#### Gold star in lieu of second award:

\* BOYD, Randall T., Jr., CDR (then lieutenant commander), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* ENGLISH, Douglas K., CDR (then lieutenant commander), USN, serving in Fighter Squadron 54 from 3 July to 22 Sept 1950.

\* FORD, John E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.

\* GALLAGHER, Marion R., LT, USN, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.

\* GODFREY, Joseph V., LTJG, USN, serving in Fighter Squadron 54 from 3 July to 13 Oct 1950.

\* JONES, Edward O., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* PITTMAN, William R., LCDR, USN, CO of Fighter Squadron 53 from 3 July to 15 Sept 1950.

\* STOREY, Jack W., ALC, USN, serving in Patrol Squadron 46 from 27 June to 23 Dec 1950.

\* ZIMMERSHEAD, Clarence E., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

#### Gold star in lieu of third award:

\* PHELPS, Robert F., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

\* POWELL, Earl M., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.



"For heroic conduct not involving actual conflict with an enemy..."

\* CANALES, Ignacio, Jr., AN, USN (posthumously), serving in Attack Squadron 65 on 6 Aug 1952.

\* COWGER, Vernon L., PN2, USN (posthumously), serving in Fighter Squadron 64 on 6 Aug 1952.

\* HUBKA, Verne R., LT (then lieutenant (jg)), USN, attached to Patrol Squadron 46 on 6 Oct 1951.

\* JENISTA, John E., LTJG (then ensign), USN, attached to Patrol Squadron 46 on 6 Oct 1951.

\* PORTER, William L., BM3, USN, attached to Mobile Boat Patrol Number One on the night of 17 Feb 1952.

\* SHROPSHIRE, James E., Jr., LT, MC, USNR (posthumously), flight surgeon of Carrier Air Group Two on 6 Aug 1952.

\* WARK, James V., HM3, USN (posthumously), attached to Fighter Squadron 64 on 6 Aug 1952.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

\* BOYD, Horace L., PN2, USN, serving in USS *Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

\* BRASTOFF, Edward R., HM3, USNR, attached to the First Marine Division on 1 Mar 1951. Combat "V" authorized.

\* BRITT, Frank A., HN, USN, attached to the First Marine Division on 11 Nov 1950. Combat "V" authorized.

\* CAMERON, Logan C., HM3, USNR, attached to the First Marine Division on 23 Feb 1951. Combat "V" authorized.

\* DONALDSON, Creighton F., SN, USN (posthumously), attached to Minesweeping Boat Division One on 25 Mar 1952.

\* DUNN, George L., HN, USN, attached to the First Marine Division on 28 Nov 1950. Combat "V" authorized.

\* EDMONDSON, Robert F., LCDR, USNR, CO of Fighter Squadron 821 from 21 July 1950 to 9 Aug 1951.

\* FARRIS, George W., LT (then lieutenant (jg)), USNR, serving in USS *Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

\* FOX, Cyril, CDR, USN, on the staff of Commander Seventh Fleet from 25 Oct 1951 to 5 Sept 1952. Combat "V" authorized.

\* HARRISON, William E., LCDR, USNR, CO of Fighter Squadron 871 from 2 Aug 1950 to 10 Aug 1951.

\* LYNDON, Dennis C., CDR, USN, executive officer of USS *Saint Paul* (CA 73) from November 1951 to June 1952. Combat "V" authorized.

\* MOLLO, Frederick R., HM3, USN, attached to the First Marine Division on 15 and 16 Mar 1951. Combat "V" authorized.

### NUC to Patrol Squadron 6

Patrol Squadron Six has received the Navy Unit Commendation for "extremely meritorious service" in the Japanese-Korean Theater during the period 30 July 1951 to 16 Jan 1952.

In addition to carrying out its regularly assigned missions "with diligence and competence," Patrol Squadron Six "expertly planned and implemented a vitally important project which resulted in the acquisition of previously unavailable information affecting tactical and strategic operations of naval warfare and served to strengthen the security of the United States Armed Forces," the citation reads.



# BOOKS: NOVELS AND GOOD HUMOR MAKE UP FEBRUARY LIST

A HUMOR ANTHOLOGY, the biography of a famous gun and several works of fiction are among the recent books now on their way to Navy libraries ashore and afloat. Here are reviews of some of these books, selected by the BuPers library staff:

• *The Mountain and the Valley*, by Ernest Buckler; Henry Holt and Company.

Here's a novel that's a bit different. It's the story of farm people in Nova Scotia. Playing the leading role is David Canaan whose life we follow from early childhood until young manhood begins to fade.

David, a frail youth, is not quite like the others. He's more imaginative, introspective. When he's with other people, he tries to blend in, joining their work and play. But he never feels he's really part of the group—instead he's just a passive spectator.

His brother Chris is as unlike Dave in mind and manner as he is in physical appearance. And there is Anna, Dave's twin sister; Toby, the pen-pal from the city who comes for a visit and eventually marries Anna. And Effie, Dave's first girl. Tying the threads of the lives of these people

and their families together falls to Grandmother Ellen—who dwells too much on the past as she spends her waning years making rugs of scraps of cloth.

This is good solid reading, written by a man who has spent his life in Nova Scotia and knows whereof he speaks.

\* \* \*

• *Cradle of the Sun*, by John Claggett; Crown Publishers.

John Claggett served as a Navy lieutenant in World War II, commanding a PT boat at Guadalcanal. He has written a fast-moving yarn which should have wide appeal. It makes for good light reading on a cold, February night.

This is the story of Juan de Moncada, son of a noble Spanish family. Disgraced by the rich and influential Urbino, friend of the dreaded Inquisition—who wanted Juan's bride-to-be for himself—Juan escapes to the new world.

In the tropical Yucatan with the picturesque Mayan race, Juan finds a haven. He has his brushes with local customs. Once he almost becomes a human sacrifice to the "Feathered One." But all in all, he gets on extremely well.

So, when the Spanish Conquistadors began their conquest of the Yucatan, they found the natives led by a "renegade Spaniard." Juan—the "Golden Hawk"—mobilized the Mayans into a fairly effective fighting force.

Juan manages to defeat one Spanish onslaught, driving the invaders back to their ship. When another force comes, he captures Urbino and his bride, holding them as hostages, to save the Mayan country. But you'll have to read the book to find out how it all turns out.

\* \* \*

• *Winchester—The Gun That Won the West*, by Harold F. Williamson; Combat Forces Press.

When you hear the name "Winchester," you think of the wild and woolly west, of Buffalo Bill, of Indian battles. In this book, Dr. Williamson traces the development of the famed Winchester, starting with 18th century fire-arms and continuing with

small arms and rifles through World War II.

From the Kentucky flintlock to the Winchester carbine and Garand rifle, the reader gets a picture of riflery in the United States. There is also a brief discussion of the expansion of the early Winchester company—the manufacturing of sporting goods, refrigerators, tools and other items unrelated to weapons.

Navy men should find a great deal to interest them in this book; hobbyists who collect guns will be particularly interested.

\* \* \*

• *Crazy-White-Man*, by Richard Morenus; Rand McNally and Company.

Have you ever wanted to turn your back on the rush-rush-rush of our present-day civilization and seek a living in the wilderness—answering some mysterious "call of the wild"?

In 1940, Richard Morenus—a successful radio script writer in New York City—not only wanted to, but did.

With the memories of several pleasant summer camping trips in mind, he plunged into the Canadian wilderness to live on an island for six years. His only near neighbors—roving Ojibway Indians—ignored him that first winter. *Sha-ga-na-she wadu-kee*—Crazy-white-Man—they called him.

You'll enjoy reading this personal narrative, with its sometimes grim, sometimes funny tales of man against nature.

\* \* \*

• *The Week-end Book of Humor*, selected by P. G. Wodehouse and Scott Meredith; Ives Washburn, Inc.

This one's a real rib-tickler, whether your tastes run to Damon Runyon, James Thurber, Dorothy Parker or Max Shulman. It's even got a few pages of cartoons by Don Tobin, Jeff Keate, VIP (Virgil Partsch) and others.

You'll read Robert Benchley's imaginary victory in the courtroom; a portion of *The Man Who Came to Dinner*, by George Kaufman and Moss Hart; twenty-five "shorties" by Bennett Cerf and bits of other humorists too numerous to mention. And, of course, there's the yarn by Wodehouse to wind things up.

This is the sort of book you can pick up, read a few pages, chuckle, and put down again. You'll like it.



JUAN DE MONCADA joins forces with Mayan tribes to fight Spanish Conquistadors in *Cradle of the Sun*.





## THE NAVY'S LEVIATHAN 1917-18

### Atlantic Duty, World War I

Largest of the transports, *Leviathan* was one of the ships in 'the fleet which the Kaiser made for us.' The Allies put the vessel, formerly named *Vaterland*, to good use ferrying troops abroad. This account, written in the crew's own words, tells of *Leviathan's* deeds.

Last month's book supplement told of the job done by the Navy's Cruiser and Transport Force in carrying to Europe the men and equipment needed to win World War I. This month's story is about the biggest of these transports. Originally named the "*Vaterland*" or "*Fatherland*" by the Germans, she was re-named "*Leviathan*" or "*monster of the deep*" by the U. S. Navy. *Leviathan* was one of the ships which made up what Jonathan Daniels, then the Secretary of the Navy, called "the fleet the Kaiser built for us." The largest craft afloat in the world at the time, *Leviathan* had been one of more than 100 German ships seized when the U. S. entered the war.

By 1917, German U-boats were ruthlessly sinking all merchant shipping they could lay their periscopes on. Anticipating that this action would force America into the war, the German Admiralty had sent out orders through the German embassy in Washington to wreck the interned German vessels in the U. S. If it could do this, the Germans figured they could maroon the U. S. Army.

As a result, some of the interned ships were badly mauled by their crews but *Leviathan* escaped with only slight damage and eventually contributed mightily to the defeat of the country which built her.

Conversion began immediately. The main dining room

was turned into a mess hall. The beautiful Pompeian swimming pool was converted to a baggage room and the regular baggage room was changed into a combination brig and powder magazine.

Guns and fire control apparatus were installed. State-rooms on the lower decks were ripped out and double-decker bunks put in. The main theater and ball room became a hospital, the gymnasium an isolation ward. The former luxury liner was ready for duty as a troopship.

On most of her trips, *Leviathan* would be escorted out of the harbor by destroyers and airships to a safe distance, and then left to proceed independently. Her great speed—a top of 22 knots—was her best protection. Although German submarines sighted the big ship several times, she came through the war unscathed and succeeded in transporting 110,000 troops.

The following account tells of jutting out the big ship and about two of her most eventful voyages to Europe, the first and the fourth. Altogether during the war, she made 10. These excerpts are taken and freely arranged from the "*History of the USS Leviathan*," an account compiled from the ship's log and from data gathered by the ship's History Committee and published in 1919.





AS CREW STANDS 'tie-ties' secured, three-striper conducts life-jacket inspection on board USS *Leviathan*.

WHEN the *Leviathan* was taken over by the Navy, the chief difficulty that presented itself was the scarcity of men available for the deck force. Only a few of the crew that had been assigned to the ship had ever been to sea. A few—gun crews, for the most part—had had some experience, but not enough to qualify them as seamen. This was partly due to their short terms of service.

As a result, the brunt of the work fell upon the shoulders of a few experienced petty officers, who fortunately had been assigned to the ship. These men worked day and night in a supreme effort to organize their crews and create a working machine. For the first few days they did everything from scrubbing the decks to exploring the double bottoms. There was no distinction between the rated men and the seamen in this line of work.

The size of the ship added to the confusion. It was impossible to keep a detail together for more than a minute and a half. It was easy for an entire working party to get lost between decks. It was easier for some to get lost than others. Finally, it was decided that the only way to keep a working party together was to hang a bell around the neck of the petty officer in charge. This scheme worked well until two working parties met, when it was necessary to call in a traffic cop to get them separated.

Because of their unfamiliarity with the ship, details were apt to deliver sacks of "spuds" to the Commander's cabin, and stationery to the blacksmith shop. This situation was relieved by the appointment of guides to conduct the working parties around.

The parts of the ship allotted to the deck division (at that time we could only boast of one), were in rather good shape, considering the time the ship had been laid up. The weather decks were littered up like an old woman's backyard after a hard day's washing, but most of the truck was movable. Boats were piled across the hatches and all over the decks, making it impossible to get around. Boxes, stores and cordage were everywhere.

The process of making the ship habitable was accomplished by a mere handful of men, most of the division being assigned to various details for work in other compartments.

After the work of cleaning up had been completed, attention was turned to the rigging. The running rigging was in bad shape and it was found necessary to refit all of the davits that were rigged with manila rope. The booms were also refitted with new whips and guys. Requisitions for wire and manila lines were made right and left and all of the rigging was overhauled.

But the work of fitting out was not all that had to be done. Men must be fed; and it seemed, from the accumulation of provisions on the dock, that we were depended upon for the entire job of feeding the A. E. F. Truckload after truckload of stores was piled on the pier, and hoisted aboard, day after day. We soon learned that one trip with 10,000 red blooded men aboard involved the consumption of almost everything we had been piling into the ship's storerooms and refrigerators. Besides food, there were general stores to be handled, including everything from safety pins to dishwashing machines. Every department was working overtime to get things ship-shape, and the deck force most of all.

At last it was rumored that we were about to make our maiden trip under the American flag. This was followed by a speeding up in all departments. It received final substantiation when military equipment and stores began to arrive. The time had come for a real test.

We had a chance to test our booms when a five-ton truck showed up as a part of the equipment to be loaded. The booms were of three-ton capacity and it was necessary to strengthen the lifts and rig a purchase in lieu of the single whip. It was taken aboard without mishap.

Just before leaving all boat-falls were given a final test. Every boat was rigged out and lowered to within a few feet of the water. A party of sixty-five men then clambered in and the boat was hoisted and lowered ten feet or more. This party was used for all of the boats, which were found to be in satisfactory condition. A few boats not on davits were hoisted overboard and tested for watertightness.

One morning in the fall of 1917 we slipped away. There were many conjectures as to our destination, one opinion being that we were bound for Panama for a last overhauling in dry dock. It developed that we were taking 1500 marines to Guantanamo.

Upon our arrival in Cuba, we discharged all equipment and turned our attention to the boats once more. The boat officers were given their first lesson in the handling of the boat winches, and some of the men were given their first experience in a boat under oars.

Back again to Hoboken—more handling of stores and provisions. The Marines, although few in number, had managed to put quite a hole in our store of provisions. But the worst was yet to come. Orders sending the ship to France came, and with them 7500 soldiers.

We had one piece of luck in getting off. While the crews of other transports had been compelled to sit and watch civilian stevedores put their stores aboard, the crew of the *Leviathan* were allowed to handle everything going aboard the ship themselves. There were no restrictions whatever, permission even being given to work night and day at the job. All of the equipment handled by the civilian stevedores belonged to the army. The crew handled all of the naval equipment aboard, including Liberty motors, aeroplanes and S. P. boats.

*Trip No. 1—This voyage was typical of the trans-Atlantic runs the ship would make. On this particular trip, the only submarine seen fortunately was Allied and not German. This voyage and Voyage No. 2 were made to Liverpool, England. The remainder were made directly to Brest, France. The date of this first voyage is 15 Dec 1917.*

The morning was rather raw, with the snow falling heavily, but nothing could dampen the ardor of the 7254



troops and 2000 sailors on board. We were about to cross the ocean, most of us for the first time, and the hazard of the perils of the submarine, whose operations were more active at this period of the war than at any other time, and the excitement of the adventure, if nothing else, were sufficient reasons for everyone to keep his spirit up.

Passing through Ambrose Channel, the ship headed for the open sea with the compass pointing due east and the propellers revolving at the rate of 158 revolutions per minute, which is equivalent to 21 knots. Until sundown this same night, a zig-zag course was maintained, not because of the danger of submarines, for none were reported off the Atlantic coast at this time, but in order to give the officers and men on the bridge an opportunity to become thoroughly acquainted with this method so as to be familiar with it when in the danger zone.

Abandon ship drills were held this day, all members on board falling in at their respective boats and rafts in a quite orderly fashion and lowering the boats in a remarkably short time.

At 2.00 A.M. the next day, December 16th, lights of western-bound ships were sighted off the port bow. The sky was completely overcast, with a rough northwest sea, accompanied with fresh strong breezes. Our speed averaged 20 knots this day, all 46 boilers in the fireroom being in commission. The clocks were advanced 47 minutes.

The next day a moderate gale was blowing and we passed through heavy rain squalls. Due to the heavy sea our speed was reduced. The sky remained overcast with the barometer dropping steadily giving little hope of the weather moderating. The customary drills of abandon ship and fire alarm were gone through. The water-tight doors, so essential in case of submarine attacks, were tested and found O. K.

The sea moderated sufficiently the next day to allow us to increase speed once more, this time to 21½ knots, although the ship rolled and pitched considerably as the heavy swells struck her, many of the troops on board showing the effects of the inevitable *mal-de-mer*. We passed through a thick fog when off the Grand Banks.

On the 19th, while holding abandon ship drill, twelve rounds of ammunition were fired from the various guns, in order to keep them in tip top shape and to give their crews the necessary training in loading and firing. At night the sky cleared considerably, the first sign of good weather we had had since leaving Hoboken. The barometer rose steadily, a smooth sea running with a moderate breeze. From day to day we continued setting our clocks ahead. Up to this time the entire crew was in ignorance of the ship's destination, but when the course was changed to northeast, it was quite apparent to us that we were headed for "Blighty."

We were passing through the Gulf Stream and the weather remained clear and fairly warm. A private in Co. H. 163rd Regt., was placed in the brig for safekeeping, at the request of the brigade commander, demonstrating that the soldiers on board were subject to the same discipline as were the crew. Not long after this a member of the crew was disciplined for failing to wear his life-jacket.

The good weather did not remain with us very long, for on the 22nd the wind picked up to 65 miles an hour. We were rapidly approaching the war-zone and the men were continually cautioned not to neglect wearing their life-preservers at all times, day and night, not to undress upon turning in, and never to strike a match on the open

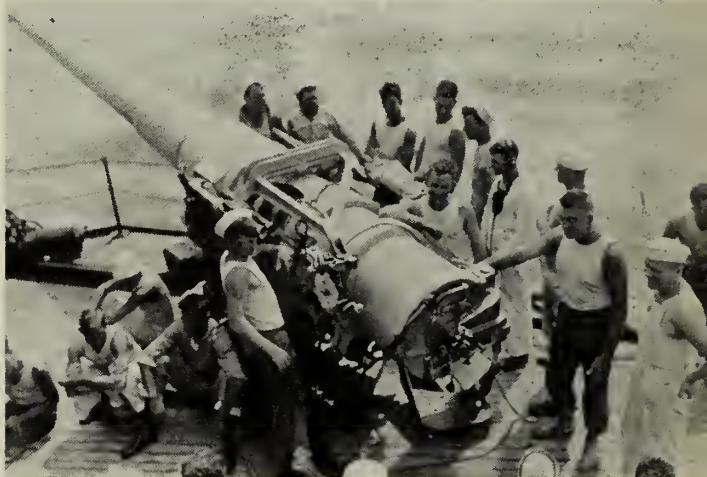
deck at night. In fact, it was contrary to ship regulations for an enlisted man to carry any matches at all about his person. It is a fact that the glare of a lighted match or cigarette is visible for half a mile on the open sea at night and guards vigilantly patrolled the outer decks in order to prevent any neglect along this line.

About midnight, while running close to the danger zone, the wire controlling the siren contracted, due to the extreme cold weather, and like a bolt out of a clear sky, the siren went off automatically. The siren is used only in case of emergency, to notify all hands on board of some impending danger, and going off accidentally as it did caused quite some excitement on board, especially in the case of the Red Cross nurses. Many of the latter had been quite seasick the greater part of the trip, but the excitement tended to relieve them somewhat. After some difficulty the trouble was remedied.

At 4 A.M., the morning of the 23rd, in a treacherous sea, our convoy of American destroyers, the famous submarine annoyers, were picked up. It is hard for one to described the feeling and excitement of picking up a convoy of destroyers at night and we believe that it is quite impossible for the reader to understand how much it means to 10,000 souls on a ship in the danger zone when the word is passed that destroyers are with us. On the morning of December 23rd, at 4 A.M., out of the black sky just before dawn and in a heavy sea with a strong wind blowing, a small white wake was seen by the lookout on the bridge. At first it was taken for the wake of a periscope and the gun crews were called to quarters, then as the guns were trained on it, a small white flash was seen blinking the American recognition signal, and we then knew that it was one of our destroyers. We picked them up out of the black sky and a heavy sea until there were seven little wasps that spelled danger to the Hun submarine. They sped along with us while we zigzagged in and out on our course. They crossed our bow and ran in and far out on each side of us, always looking for the sub that might be lying in wait for us. Their motto was "go get 'em." They never waited for a sub to attack first, they always started the fight provided that "Fritz" was willing to show himself, and he was very reluctant to do so when an American destroyer showed itself.

A submarine was reported on the surface of the water

**GUN CREW** on board USS *Leviathan* prepares to lob a few at the enemy. Note sailor at right with no shoes.





## THE NAVY'S LEVIATHAN 1917-18

in the early afternoon, about seven miles off the star-board beam, but upon her flashing out the recognition call we immediately knew her to belong to one of the Allies, very probably British. Soon after this a British dirigible was sighted dead ahead. She was painted aluminum color, rendering her almost invisible in the distance and apparently she was doing scouting duty in these waters.

At 5 P.M., the 23rd, South Stack Lighthouse was passed on our beam, and we headed our course up St. George's Channel. After sundown the destroyer that had our pilot on board took up a position directly ahead of us and acted as guide for the entire convoy.

Later in the evening, 8:36 P.M., our engines were slowed down to allow the pilot to board from the destroyer and at 9:42 that night both engines stopped completely and our anchor was dropped just outside of Liverpool, England, while the destroyers circled around us during the night, protecting us from any possible attack. We passed the night in this anchorage. At 6 A.M. the next day, December 24th, we upanchored and headed for the River Mersey, passing close to Bar Light Vessel. One of the men stationed aboard this vessel gave us a "Merry Christmas" through a large megaphone. Many of us had almost forgotten that this was the day before Christmas.

Shortly after arriving news came to us of the sinking of a British pilot boat, with the loss of all hands. This same pilot boat had been mined in almost the same position that we were lying in the night before, in fact many of us remembered the boat as it was cruising around us, warning all outgoing ships of the latest submarine activities. It was purely a matter of luck that we had escaped a similar fate.

*Trip No. 4—On the fourth voyage Leviathan had her closest brush with the enemy. Anticipating that the big transport would return to Brest on this voyage, German submarines had orders to ambush her and send her to the*

**SIGN WARNS sailors to 'Throw nothing overboard; floating articles reveal our course to enemy submarines.'**



*bottom. We pick up the story as the ship is one day out of the French harbor.*

Communication made with Brest the next morning, May 30th, informed us that the pilot and pilot destroyer would meet us. However, for a very good reason we did not pick up a pilot, for on this date, which has proven memorable in the history of the *Leviathan*, "Fritz" did his best to make it a Memorial Day for the *Leviathan* and a Decoration Day for himself. On the spot that we expected to take our pilot on board we had our first real engagement with the pirates of the sea. With the hills of Brest plainly visible on our port bow, the smooth surface of the water was broken by the wake of a periscope on our port quarter. The following entry was made in the ship's log:

12:29 P.M.—Sighted submarine pursuing us on our port quarter, about 1500 yards distant. Ordered full speed, 165 revolutions. Opened fire with Number Six and Number Eight guns, three shots. Stopped zig-zagging. Changed course 12:40 P.M.

12:59 P.M.—Submarine appeared again. Opened fire with Number Six and Number Eight guns. Nine shots.

1:10 P.M.—Submarine appeared again. Opened fire with Number Six and Number Eight guns. Seven shots.

1:34 P.M.—Threw in manoeuvring combination. Standard speed 112 revolutions.

1:45 P.M.—Entering harbor at various courses and speeds.

It was the general opinion among the officers on board that a cordon of U-boats had been lying in wait, located in such a manner that if the first submarine failed in her attempt to torpedo us, the others in turn would be in a position to follow up the attack.

During one attack a French fishing boat appeared between us and our object of fire, and had a very narrow escape from being struck by one of our 105 pound explosive shells. The skipper of this boat was taken on board later. He said he clearly saw the "sub" we were firing at.

The coolness of our commanding officer, Capt. H. F. Bryan, and the splendid co-ordination of the entire crew, were so perfect, that only three distinct orders were issued in this moment of peril, as follows: 1. Hold your course. 2. Open fire on submarine, port quarter. 3. Sound General Alarm.

Every shot fired was greeted by cheers and shouts of encouragement from the enthusiastic soldiers on the decks, who crowded to favorable positions to witness the accurate firing of our gun-crews.

After the attack no evidence was noted of any of the "subs" having been sunk, such as oil or scum or floating bits of wreckage. Of course, we did not turn around or stop to look for this evidence.

We had a narrow escape, though, for just after the first submarine was sighted, at 12:29 mid-day, our zigzag clock on the bridge rang, 12:30, notifying us to make an abrupt change of course to port. If this change had been made the "sub" would have had us broadside on and our entire length would have been exposed to torpedo attack. Captain Bryan saw this immediately and issued the above-mentioned order to hold the course.

We sailed out of Brest late in the afternoon of June 1st, having on board many notable passengers. The destroyers *Nicholson* and *Wadsworth*, two of our most famous sea-



fighters, accompanied us. All hands were set for another attack. It was not long in coming. At 7:16 P.M. this same evening, the wake of a periscope was observed on the star-board quarter by Lieutenant Haltnorth, who quickly passed the word to the bridge where it was received by Lieutenant J. J. Jones, the Officer of the deck. A hurried message was sent in to the commanding officer and at the same time the general alarm was sounded. The fire-control officer on the upper-structure took a prompt and accurate range on the hissing white menace of foam approaching so balefully in the wake of the setting sun. A few short seconds passed, the arrow on the engine room dial plate spun around to "full speed ahead," and the whirr of the electric warnings quickened the ears of the officers and men on watch in the fire-rooms. The furnace doors flew open and in the streaming light with bent backs and broad shoulders, sturdy young Americans poured coal into the great fires.

A volume of thick black smoke issued from the funnels and at the same time number seven gun with a venomous roar, let go a shell of TNT, enveloped in lurid flame and smoke. Number five gun got busy. The breech-plug closed noiselessly, sharp click, the primer inserted accurately by the gun-captain, a smooth "Ready" from his lips, and number five gun hurled a shell of high explosive to blot out from the sea-scape one of the under-sea Hun boats.

Number seven gun shot again with a reverberating roar,

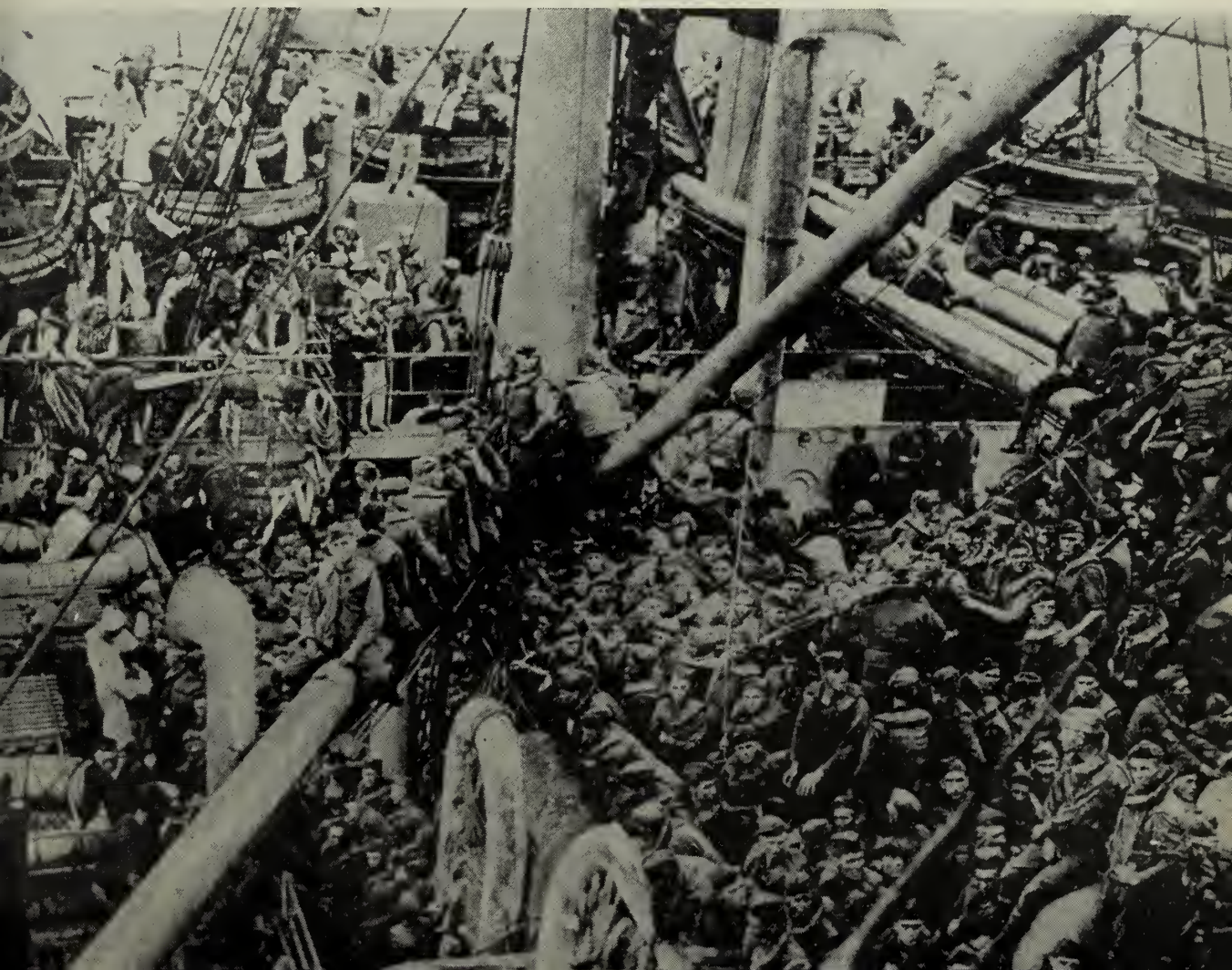
followed again by number five, the only two guns that could bear upon the Prussian menace.

From the signal-bridge, a green and white submarine warning flag was fluttering and the destroyers *Nicholson* and *Wadsworth*, with their inboard sides awash, turned in a quick endeavor to charge the on-coming "sub." The *Nicholson* was nearer and in few minutes number five and seven guns ceased firing, for the *Nicholson* was in direct range between our ship and the submarine, with huge volumes of black smoke pouring out of her funnels.

The *Nicholson* made a circuit around the "sub" which had submerged and promptly and accurately laid a beautiful barrage of sixteen depth bombs all around the place of disappearance. The explosions from these depth charges shook the big *Leviathan*, nearly two miles away by this time. The *Nicholson*, her blinker lights flashing fitfully through the smoke clouds reported, "We saw periscope of submarine and laid barrage of depth charges around the spot. We will report to our Force Commander."

The *Wadsworth* had by this time plowed her way up through the seas, but the Prussian terror of the deep had not taken too kindly to the overtures of friendship made by the *Nicholson*; and the *Wadsworth* signaled back to the *Leviathan*, "We see no submarine now." Both gallant destroyers quickly turned and resumed their arduous duty of escorting the fast-moving *Leviathan*.

TROOPS jam the decks of *Leviathan*, en route to France in September 1918. Two months later, the war was over.





# TAFFRAIL TALK

DOING RESEARCH for a recent article in the magazine on the Navy's Medical Research Institute at nearby Bethesda, Md., one of our writers, Harvey Mitchell, JO1, USN, came back with an interesting — if painful — story.

It seems he had walked into the Parasitology Laboratory at the Institute where important work was being done to conquer the effects of malaria. It was like walking into a hornet's nest, only they weren't hornets, they were mosquitos and they were flying about the room in droves.

Although the buzzing beasties seemed not to bother Dr. Nathan



Stahler, the civilian biologist, working with them, they hopped on our intrepid reporter as soon as he got into the room.

But Mitchell, stalwart to the last, tried to take notes in between stings as the mosquitos settled on his face, hands and wrists. Within minutes, he was stung in a dozen places.

Finally, as diplomatically as he could, our man thanked Dr. Stahler for the interview, excused himself and eased out of the hive.

The doctor's last words still echo in his mind, "Don't worry, You won't get malaria. And if you want any more information, come on back!"

\* \* \*

The commanding officer of the destroyer *uss John R. Pierce* (DD 753) wrote us recently to pass on what he thinks is one of the top records for advancement-in-rating examinations aboard ship.

Of the 96 men of *Pierce* who took their examinations the last time, 92 of them passed.

To make the accomplishment all the more noteworthy, the destroyer was busy operating at the time in Korean waters.

\* \* \*

For those who prefer their dessert served under tropical stars to the tune of soft music, attention is invited to the seaplane tender *uss Pine Island* (AV 12) where crewmen can enjoy just such treatment.

While the hardworking tender was based in the Far East, the last course of the evening meal each Wednesday and Sunday night was served to band music played on deck (weather permitting).

Even the breakfast menu was replete with extras. Such unexpected items as hot buns and eggs to order were available to all hands.

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: TRACKING DRILLS keep Navy gunners in trim. Here, crewmen on 40-mm gun mount keeps eyes skyward, on the alert for enemy planes. ➡





# **TEAMWORK PAYS OFF**



★★★★ **know your ship**  
**know your job** ★★★

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

PROJECT LINCOLN

MAR 13 1953




This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPER5-0

MARCH 1953







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1953

Navpers-O

NUMBER 433

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN  
Assistant Chief for Morale Services

Editor: LCDR C. J. Nash, USN

## TABLE OF CONTENTS

	Page
Tender Care for Navy's Flying Boats.....	2
Baby Minesweepers—MSBs—Soon to Join Fleet	5
The Word .....	6
Rules of Road Help Keep Se lanes Safe.....	8
Oceans of Know-How in Specialists' Pool.....	12
Leyte Crew Stages Hit with Broadway Show.....	15
Merchant Marine: Navy's Sister at Sea.....	16
How Good is Your Public Relations?.....	22
News of other Navies.....	24
Letters to the Editor.....	26
Special Feature	
Jacks of All Jobs and Masters of Many.....	30
Types of Ships It Takes to Run a Modern Navy .....	32
Today's Navy .....	37
Bulletin Board .....	44
Rules on Change in Rate, Rating.....	48
You Benefit in More Ways than One	
Through Your Navy Exchanges .....	50
Directives in Brief .....	55
Round-Up of New Legislation .....	56
Decorations & Citations .....	57
Book Reviews .....	58
Book Supplement	
Bottling Up the U-Boats.....	59
Taffrail Talk .....	64

• FRONT COVER: Not a double exposure, this is a photo of the Vaughn twins, Lee and Lew (left to right, or vice versa). The two chief hospital carpsmen are students at the School of Hospital Administration at the National Naval Medical Center. Photo by Walter G. Seewald.

• AT LEFT: Bedtime story—F9F *Panther* jets are bedded down for the night on board USS *Tarawa* (CVA 40). The carrier has recently begun a tour of duty in the Mediterranean.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





SEAPLANE is lowered to the flight deck of USS *Pine Island* (AV 12) at Pescadores Islands, near Formosa.

## Tender Care for Navy's Flying Boats

**T**HE big seaplane tender looms black in the gathering darkness as a small group of men clammers down its accommodation ladder and into the waiting personnel boat.

In the boat, the coxswain orders his bowhook to shove off and swings the craft out into the broad bay. A few minutes' run and he noses up beside the sturdy PBM *Mariner* which looks something like a mechanical whale with wings as he bobs gently in the gloom.

The men in the boat, the *Mariner's* pilots and crewmen, scramble aboard the flying boat and the coxswain backs his craft away. Soon the plane's engines are spitting flames and fumes as it revs up. Then mooring lines are cast off, the plane taxis out into the bay, turns and gracefully skims across the water and lifts into the air.

Thus begins another routine — or maybe not so routine — flying boat patrol in the Far East. This particular seaplane tender and her attached squadron may be based in the roomy

roadstead in the Pescadores Islands near Formosa, from which the Navy has been flying almost daily patrols of the Formosa Straits since shortly after the commencement of hostilities in Korea.

Or they may be based in Iwakuni Bay, Japan, a well-protected seadrome in the Inland Sea near Kure, the former Japanese naval base. Or, for that matter, in any protected body of water where the Navy sees a need for seaplane reconnaissance.

The tender will be either an AV or AVP depending upon the nature of the seadrome required. Both types are built to act as "mother ships" to the airplanes they service and have facilities for messing and bunking squadron as well as ship's company personnel. The AVs, being larger, have additional fuel bunkers and repair facilities, and can remain on station for longer periods of time.

If you're in the Far East and it's an AV, chances are it will be *uss Pine Island* (AV 12), *uss Salisbury Sound*

(AV 13), or *uss Kenneth Whiting* (AV 14). These are the tenders that have been active in that area of late.

If it's an AVP, it will be one of the *Barnegat* class. These ships displace 2800 tons fully loaded and are used in conjunction with an established seadrome — they aren't large enough to hoist a PBM onto their decks.

The complement of a seaplane tender — like the complement of an aircraft carrier — reflects the unit's ability to operate in two mediums, air and water. Carrying out a tender's mission requires close coordination between all surface and air ratings.

Most of the skills needed to keep the planes flying are represented in a tender's Air Department and "V" Divisions.

Here you'll find the aviation machinist's mate who repairs damaged or overworked planes, the aviation electronicsman and aviation electronics technician who together are responsible for the instant readiness of all airborne electronics gear, the avi-

ation ordnanceman who keeps the plane's armament in tip-top condition, the aviation boatswain's mate who directs all take-offs, landings and moorings, the aviation storekeeper who maintains a complete supply of equipment for pilots and aircrewmembers, and the photographer's mate who loads the aerial cameras for all search missions and develops the prints when the big boats return after a mission.

This teamwork between air and surface sailors, as put to good account by a seaplane tender, paid dividends when war broke out in Korea.

When the U. S. Navy kept the Formosa Straits Patrol, consisting primarily of destroyers on the surface and seaplanes in the air, American units operated practically daily in the area. This patrol proved itself to be effective in its one "test," a threatened but ill-conceived invasion attempt by a number of Communist junks in 1950.

On that occasion, a PBM on night patrol picked up with its scanning radar two flotillas of several hundred junks each. Flying close to the "deck" through the soupy night, the *Mariner* illuminated both groups and obtained a count which it quickly radioed to the nearby destroyers.

The nearest destroyer, *uss Hollister* (DD 788), received the report and immediately rang up flank speed to move into an intercepting position. Upon reaching the reported location, however, *Hollister* found that the invasion force had turned back. The "attack" was over before it began.

PBMs and their tenders have been assigned other missions in the Far East.

The planes have flown endless patrols over the Japan Sea and along the coast of Korea, gathering intelligence information. Much of such information is essentially negative, but negative information can be just as important as positive information.

For example, if a patrol plane sends back word that the enemy is making no attempt that night to bring in supplies by boat, such information can be a help. If a plane finds that no trains are moving along the coast lines or that there is little harbor traffic in an enemy-held port, that information might show that Allied bombing raids are paying off.

The modern-day flying boats have been found useful for other missions too. They have flown weather reconnaissance missions over Korea, performed numerous search and rescue



USS Salisbury Sound (AV 13) stands by as one of her charges, a Navy PBM, makes a smooth landing after completing another patrol mission over Korea.

operations to pick up downed pilots and have acted as air evacuation and air transport planes taking out casualties and bringing in supplies.

And when the Navy ran into trouble with mines in the Chinnampo operations, PBMs were called to the scene and succeeded in spotting many of the moored mines when they broke water at low tide in the harbor.

One PBM pilot destroyed by gunfire six mines in less than half an hour despite the fact that the mines

appeared only in the valleys between swells in the rough sea. Judging the roll of the waves and carefully timing his approach, he exploded each one in turn, thereby saving the little minesweepers a good deal of work.

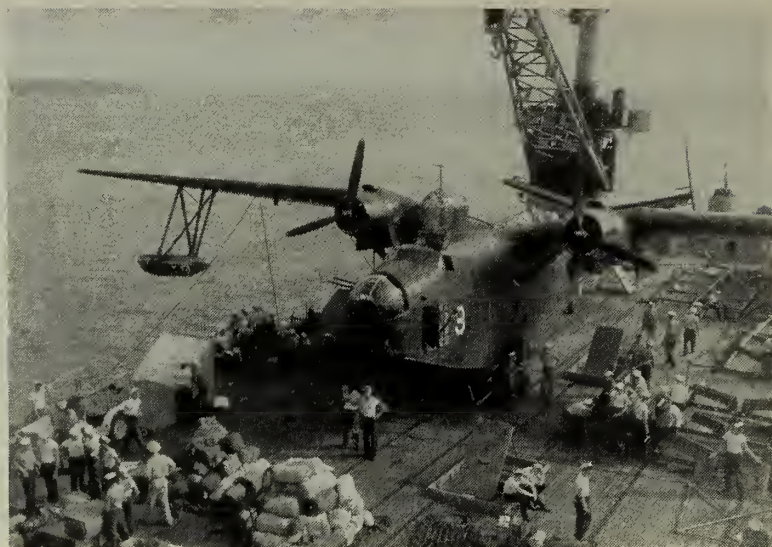
Although usually the PBMs don't get too close to enemy airpower, one PBM had two of its crewmembers killed when the plane was attacked over the Yellow Sea by several MIG interceptors.

As soon as he saw the first MIG,



TWO MEN repair damaged float on seaplane on board Pine Island. Men with various aviation ratings are needed to keep flying boats in shape.





PBM is hoisted aboard USS Curtiss (AV 4). Right: Pine Island's hangar deck buzzes as PBM is given the works.

the *Mariner* pilot dove for the wave-tops where he knew he would have a better chance. A plane at wave-top level offers the attacking plane only one attack angle and forces the attacking jet to burn off its fuel at a more rapid rate. Each of the MIGs made three runs at the PBM which returned fire constantly with its 50 mm. guns in its nose and turrets.

Finally, evidently running low on fuel, the attackers gave up, leaving the damaged PBM to limp home to its base with a perforated fuselage and two dead crewmen.

In these and other missions, the seaplane has proved its usefulness in the Korean conflict as it did in World War II. Rear Admiral Robert E. Blick,

the Navy's Assistant Chief of Naval Operations for Air, has this to say about the importance of the flying boats:

"Some people are inclined to think of the wartime role of the Navy in terms of striking power — carriers and carrier-based aircraft — and all too often forget one of our most essential weapons, the seaplane. One has to find the enemy before he can strike him, and that is the primary purpose of the patrol plane — long-range reconnaissance and surveillance.

"Seaplanes usually operate from a tender in those forward areas where, because of the limitation of time, or because of political complexities, there are no land bases for them to

use. Sometimes it would not be economically feasible to construct land facilities, even though all other factors might be favorable.

"And finally, the seaplane serves many purposes. In addition to its primary mission, it is also a utility plane, is used for weather reconnaissance, for air evacuation and for search and rescue. There is hardly a task within the field of aviation that the seaplane has not at one time had to perform."

It is the mobile seaplane tenders, operating from little-known harbors, that enable the seaplanes to be brought to bear on the enemy. And make certain that planes are ready to fly at a moment's notice.



CURTISS plays 'mother hen' to American and British seaplanes flying patrol missions in the Korean theater.



# Baby Minesweepers—MSBs—Soon to Join Fleet

A salty-looking little Navy craft is beginning to make its appearance at East Coast ports. It is the minesweeping boat (or MSB), the latest addition to the minecraft Navy.

At first glance, the MSB looks like a baby minesweeper built on a motor launch hull. A sizable protective bulwark runs along most of her 57-foot length. About 'midships on the wooden-hull boat stands a large coil of thick electric cable to be strung out aft during magnetic sweeps. At the stern, grouped around two handy minesweeping davits, is her lightweight sweep gear.

Forming the greater part of her superstructure is a tug-size pilot house containing ship-control, sweep-control and voice radio equipment. A couple of bunks are rigged below, as are her two-hot-plate galley, a sink, a wash basin and pint-size head. Her diesel engine power plant and gas-turbine driven minesweeping devices take up most of her below-deck spaces.

MSB 5 is the first in a planned program of 50 minesweeping boats to go into service (48 will be wooden-hulled, the remaining two plastic).

Built at an Annapolis, Md., ship-building yard, MSB 5 recently made the run up the Potomac for a brief stay at the Naval Gun Factory at Washington, D. C. Here she was given a close inspection by Navy Department officers.

Skipper — officially "officer in charge" — of MSB 5 is Chief Boat-swain's Mate George B. Murphy, USN,



MINESWEEPERS have played big role in Korea. USS Curlw (AMS 8) enters port after performing sweeping operations at Wonsan and elsewhere.

of the Atlantic Fleet Mine Force. He and a "short" crew of four brought her up the river. Acting as "pilot" was F. J. Rathsam, BMC, USN.

Each MSB's "standard" crew will be formed of the following rates: three SNs, a BM3, an EN1, an EN2 and an EM2. No cooks are provided because the chief and his men will spend most of their time aboard an "MSB carrier" — a much larger vessel that is still in the design stage.

The "carrier" will serve and service the MSBs as well as their crews. For instance, when cruising from one general ocean area to another, the "carrier" will carry her brood of MSBs piggyback style.

The twin-screw, shallow-draft

MSBs are designed to sweep in shallow-water inshore areas. Into their design has gone lessons learned in Korean sweep operations. In Korea, special-rigged LCVPs have done yeoman work in shallow-water sweeping since the fall of 1950. Even motor launches were pressed into service as sweepers early in the fighting.

But LCVPs and motor launches expose their crews to the numbing cold and breaking seas of Korea's blustery winter weather. Compared to these, MSBs will be fairly comfortable with their hot plates, bunks and enclosed spaces. As for shallow-water sweeping, they will have an advantage, too. They were built for the job. — W. J. Miller, QMC, USN.



SKIPPER of MSB-5 is George B. Murphy, BMC, USN. Right: New wooden-hulled baby minesweeper is tied up at pier.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RATING CHANGES** — In the second revamping of the Navy's rating structure since the big change in 1948, three new General Service Ratings have been added. They are Guided Missileman, Aviation Guided Missileman and Aviation Fire Control Technician.

The changes were made as a result of recommendations of a board which considered suggestions submitted from the field and from Navy bureaus and offices. The proposed changes were in turn circulated back to these sources for comments before they were adopted.

In addition to the three General Service Ratings established, eight Emergency Service Ratings were added. They are Damage Controlman (Atomic, Biological and Chemical Warfare Defense), Fire Control Technician (Automatic Directors), Fire Control Technician (Manually Controlled Directors), Fire Control Technician (Underwater), Fire Control Technician (Missile Guidance Systems), Torpedoman's Mate (Steam/Mechanical), Torpedoman's Mate (Special/Electric Drive), and Aviation Boatswain's Mate (Airship Rigger).

An Exclusive Emergency Service Rating of Chaplain's Assistant was also established.

Two General Service Ratings were absorbed into other ratings: 1) Printer and Lithographer ratings were combined under the one rating of Lithographer; 2) Aviation Electronics

Technician and Aviation Electronicsman ratings were combined under one rating of Aviation Electronics Technician.

Thirteen Emergency Service Ratings and five Exclusive Emergency Service Ratings were also abolished.

*This announcement is not to be taken as basis for official action, nor should enlisted personnel who may be affected by the proposed changes address inquiries to the Bureau of Naval Personnel. No personnel action will be taken until specific instructions are issued by an official directive. As soon as the mechanics for the development of qualifications for the newly established ratings are developed by the Bureau an official announcement will be made.*

### • NAVAL DISTRICT CHANGE—

A recent change in naval district boundaries has placed 16 counties of eastern North Carolina in the Fifth Naval District (headquarters: Norfolk, Va.). Prior to 1 Jan 1953 these counties had formed the northeastern section of the Sixth Naval District.

Lying some 20 miles south of Norfolk and below, these counties are mostly those of the gusty Cape Hatteras district.

Those wishing to correct their "Naval District Maps" from the January 1952 ALL HANDS should draw a north-north-easterly line from a point on the coast line about one-quarter inch above the North Carolina-South Carolina border.

• **EX-POW CLAIMS** — Deadline date for prisoner-of-war claims under Public Law 303 (82nd Congress) is 9 Apr 1953. The War Claims Commission advises ex-prisoners-of-war of World War II or their survivors to file claims before this date, when the law expires.

The War Claims Act, amended by Public Law 303, provides for additional compensation for Americans held prisoner-of-war and subjected to "uncompensated forced labor" or "inhumane treatment" while being held captive.

The original POW claims were computed on the basis of \$1.00 per day. The amended law provides, however, for an *additional* \$1.50 per day provided the claimant was eligible under the "uncompensated forced labor and inhumane treatment" clause. The deadline for filing old POW claims on the basis of \$1.00 per day was 31 Mar 1952.

Forms necessary for establishing a claim under the amended law are available from the American Red Cross, State veterans agencies, veterans organizations, or directly from the War Claims Commission, Washington 25, D. C.

• **LEADERSHIP TRAINING FOR POs**—The first two Naval schools of their type, providing leadership training for women petty officers, as well as men, are now being established at San Diego, Calif., and Bainbridge, Md.

These will be the first schools to deal chiefly with leadership topics for non-commissioned personnel, male or female. Emphasis on training will be initially at the 3rd class PO level.

Known as U.S. Naval School, Petty Officer Leadership, Class C-1, each school will last four weeks. New classes will convene monthly and con-



PASS THIS COPY ALONG — Nine other guys are waiting to get full coverage from this issue of ALL HANDS.



sist of 25 students. Students will be drawn on a returnable quota from the continental naval district, air training commands and Navy Department Bureaus and Offices.

The schools have two chief objectives: To add to the student's understanding of the PO's viewpoint, duties and responsibilities, and to develop an awareness of what lies behind human behavior—with the view toward handling personnel situations.

• **USNR PROMOTIONS**—Reserve officers now on active duty are reminded that they are automatically accumulating "promotion points" in the Reserve by dint of their current active duty.

Each USNR officer remaining on active duty for more than 90 days during the present emergency is picking up one promotion point for each month he spends on active duty.

In addition, he gets another 12 points toward eventual promotion for each satisfactory year, just as he would get 12 points for a year of "satisfactory service" with his Reserve unit.

As a recent directive, BuPers Instruction 1412.5 pointed out, however, promotion points are not required as a prerequisite for the advancement of Naval Reserve officers now on active duty.

This is not to say that the usual promotion points are not required for promotion of all Naval Reserve officers on inactive duty. The customary promotion point totals are still required of these officers.

When written professional examinations are once again required of Regular Navy officers, Reserve officers on active duty will also have to earn their promotion points to qualify for advancement.

• **GRAVE MARKERS**—The bronze grave markers furnished by the Government under provisions of Public Law 871 (80th Congress) and temporarily suspended because of a shortage of metal, are again being furnished for the graves of deceased members of the armed forces and eligible veterans "whose last service terminated honorably."

The next of kin of deceased members of the naval service may make application for those interred in private cemeteries by addressing the Office of the Quartermaster General, Department of the Army, Memorial Division, Washington 25, D. C.

• **SUBMARINERS' PAY**—Members of submarine crews who are entitled to incentive pay for hazardous duty will not be credited with such pay in the future during periods of absence from duty on leave in excess of 15 days.

If the period of absence is 15 days or less, the submariner will continue to receive his hazardous duty pay, provided he is not detached during that time. If he is detached, his sub pay stops on the date of detachment.

Alnav 69, which became effective 1 Jan 1953, further states that a member of a submarine crew who is away from his sub on temporary additional duty for more than 15 days will not be entitled to submarine pay during the period of his absence.

When a member of a sub crew returns to duty from an authorized leave of absence in excess of 15 days, his hazardous duty pay will again be credited from the first day of return to such duty.

• **REDUCED RAILROAD FARES**—Railroads will continue reduced furlough fares for military personnel who are traveling in uniform at their own expense.

The reductions were to have expired earlier this year but have been extended to 31 July 1953. Service personnel get a tax-exempt round trip fare at the rate of approximately 2.025 cents a mile—a saving of up to one cent a mile. Tickets for reduced fares are good for coach travel only.

• **NAVAL HISTORY FELLOWSHIP**—The U.S. Naval Academy, Annapolis, Md., is accepting applications for the third James V. Forrestal Fellowship for the study of Naval History. Retired and former naval personnel, Reservists on inactive duty and qualified civilians are encouraged to submit applications.

Application forms will be mailed to all persons interested in studying Naval history who write to the Superintendent of the Naval Academy. The closing date for receipt of applications is 15 April 1953. The winner will be selected not later than 1 July 1953 by a committee consisting of outstanding civilian historians and naval leaders appointed by the Secretary of the Navy. The pay under the fellowship will be adjusted to the needs of the individual selected and will vary from \$3,000 to \$8,000 per year.

# QUIZ AWEIGH

The Navy uses international alphabet flags and numeral pennants for signaling communications by flag-hoist. Three such flags are pictured below. Can you identify them?



1. The three square flags (forget about the topmost pennant) are, from top to bottom: (a) Charlie, William, Fox; (b) William, Charlie, Fox; (c) Fox, William, Charlie.

2. They are rigged on a (a) triatic stay, (b) yardarm rig, (c) signal mast rig.



3. The group of sailors (above) are working on (a) sea ladders, (b) a life float, (c) a 'floater' net.

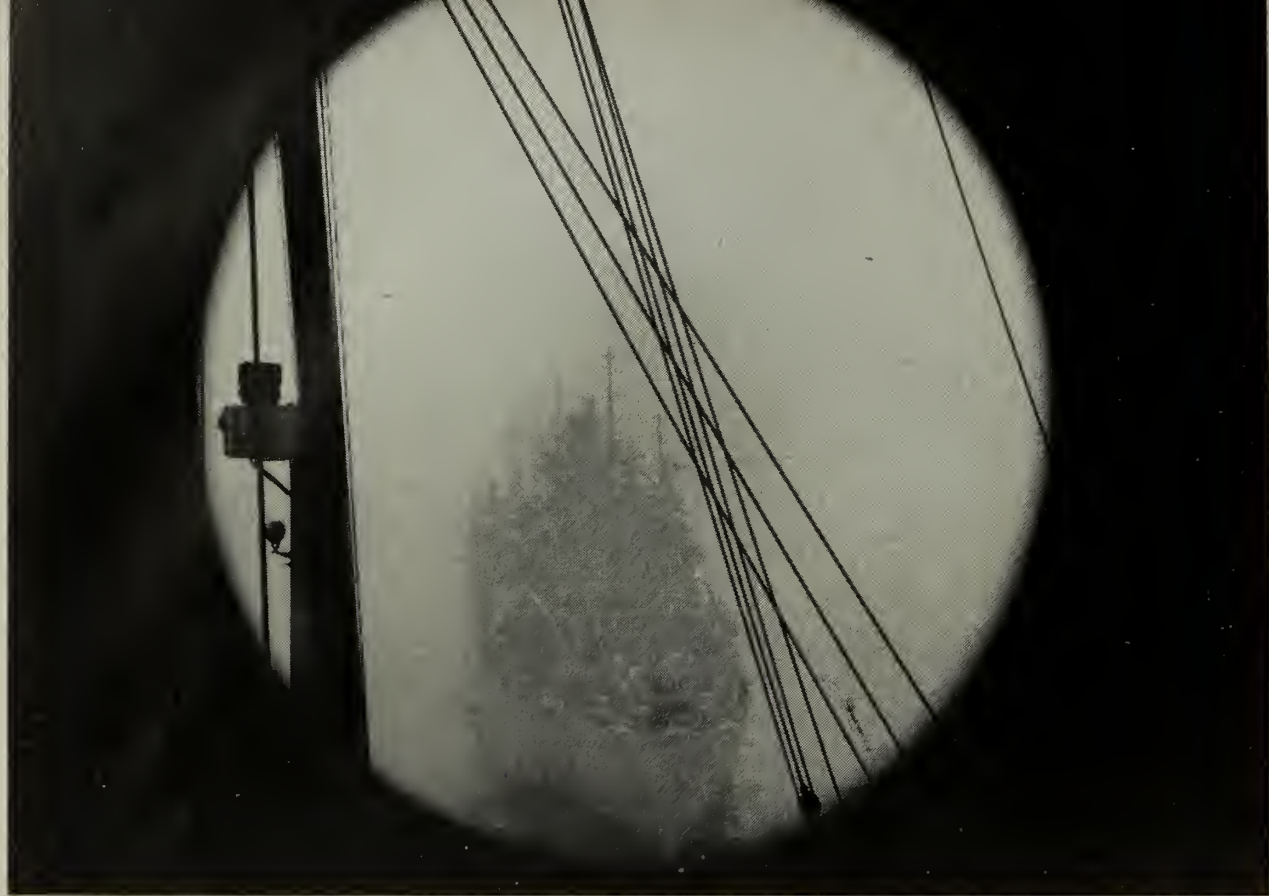
4. If you have question 3 right, you'll know it's used for (a) life saving, (b) going over the side of a ship, (c) transferring stores or ammunition at sea.



5. This pretty lass is taking a look through (a) an alidade bearing repeater, (b) a navigational range-finder, (c) the ship's binoculars.
6. When viewed through this instrument, an object's size is magnified (a) 8 times, (b) 16 times, (c) 20 times.

ANSWERS TO QUIZ ON PAGE 53





FOG — often a factor in collisions — enshrouds ship riding at anchor, framed in porthole, its fog bell clanging.

## Rules of Road Help Keep Sealanes Safe

It looks easy when a well-trained coxswain pulls away from the landing or glides in for a smooth landing. A few deft turns of the wheel and the powerboat seems to move into place effortlessly. Actually, such smart boat-handling is the result of long hours of practice, patient study, and a well developed knowledge of seamanship.

When knowledge of good seamanship is neglected by a coxswain, when he allows himself to get careless, anything can happen. Often, it's a collision with another boat or a run-in with the landing. Poor seamanship may result in a severely damaged or sunken vessel, or expensive damage to private or government property.

Collision records of naval vessels and craft bear evidence to the fact that carelessness and failure to observe the accepted Rules of the Road can lead to tragic consequences.

One of the oddest collisions of a naval craft on record reminds us of the bugbear of the careless car driver — the telephone pole. It happened

in July 1951 (ironically, it was on Friday the 13th) when a LCM collided with a high voltage power pole — sitting on dry land!

The accident occurred while the unwary coxswain was coming in for a landing alongside another LCM. His sight of a part of the beach was obstructed, and the coxswain was momentarily careless. The fact that the view of his landing objective was obscured by another boat should have demanded he take every precaution. Instead he made a guess.

He took a chance that his way was clear. This act is often too common a violation of the Rules of the Road. In a couple seconds the coxswain sighted the power pole but it was too late. His 15-ton craft crashed into the 4000-volt powerline located five feet from the water's edge — probably the first time a Navy craft had a collision with an object on dry land.

Every Navyman should have a working knowledge of Rules of the Road. Just as an automobile driver

must know traffic signals and the laws governing speed, parking and passing on curves, so the coxswain of a boat or skipper of a vessel must have a full knowledge of seagoing traffic laws.

Not only officers but enlisted men should know the traffic rules and regulations of the sea. Enlisted men of today may well be the landing craft or tug skippers of tomorrow. In fact, the new mine sweeping boats being built today will be skippered by CPOs. (See this issue, p. 5.)

"Traffic laws" governing the handling of boats and ships have been in use for many years. Great Britain and France first adopted the *Regulations for Preventing Collisions at Sea* in 1863. The first American code of *Rules of the Road* was an act of April 29, 1864. The act of March 3, 1885, adopted a revised version of the *International Regulations for Preventing Collisions at Sea*. The present Rules of the Road were established by an act of August 19, 1890, and became effective 1 July 1897. *Inland*

*Rules* were established by acts of February 19, 1895 and June 7, 1897. The two acts together form the present *Inland Rules of the Road*.

An examination of a number of collision cases reveals that the majority of collisions do not occur in foggy weather as might be expected – they occur when visibility is satisfactory. Hence, it can be concluded that the human factor, not the weather alone is responsible for most accidents at sea.

Often, too, both vessels, not just one, are at fault. A case in point is the collision of two vessels (we'll call them Ships "A" and Ships "B") in the entrance of a large harbor. The collision resulted in the sinking of one vessel (Ship "B") with the loss of 23 lives. This collision, it should be noted, *did* occur in fog.

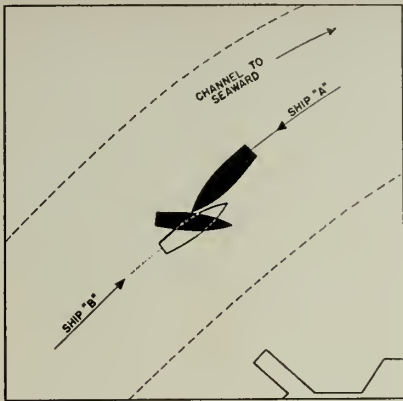
The investigating activity found that the skipper of Ship "A" was at fault "for allowing his vessel to proceed at excessive speed in fog, thereby contributing to the collision." The report also stated, however, "the maneuvers of Ship "B" in using the full right rudder instead of meeting the shock head-on, while *in extremis*, (that is, in a close emergency) and with limited maneuvering space, exposed the port side of that vessel. This action, although probably instinctive, worsened an already critical situation."

The investigating board's report also stated, "that the subject collision was caused by the *excessive speeds in fog* on the part of *both* vessels in direct violation of the statutory collision regulations . . . " Nature may contribute the adverse conditions which increase the chances of collision, but past experience has shown that the *human* element is usually the governing factor.

In the following paragraphs you will read the details of two other collisions, one of a small vessel colliding during undocking, the other of two ships colliding while transferring mail at sea. As you read each case, think for yourself what action you would have taken had you been the skipper of each vessel.

These cases, incidentally, are taken from the files of the Office of the Judge Advocate General and BuPers and are condensed from the records of the boards of inquiry into collisions. The comments represent the boards' conclusions.

**Case 1** — This case involved ship-



HAMPERED by weather, Ship 'A' collided with Ship 'B,' which sank. How would you have skippered ships?

handling in close quarters and in strong wind, use of a tug while undocking, and the use of whistle signals.

Here was the situation. Ship "C," a destroyer, was moored starboard side to the east jetty at a naval shipyard. Nearby, moored port side to the north jetty, was ship "D". Astern of her was an ammunition lighter. Ship "C" was scheduled to get underway at 0900.

No tug had been requested for getting underway, although the Operations Office had been notified and pilot and tugs were normally supplied without request. As no tug or pilot appeared, the skipper decided to proceed without assistance de-

spite a 25- to 30-knot wind from 056°.

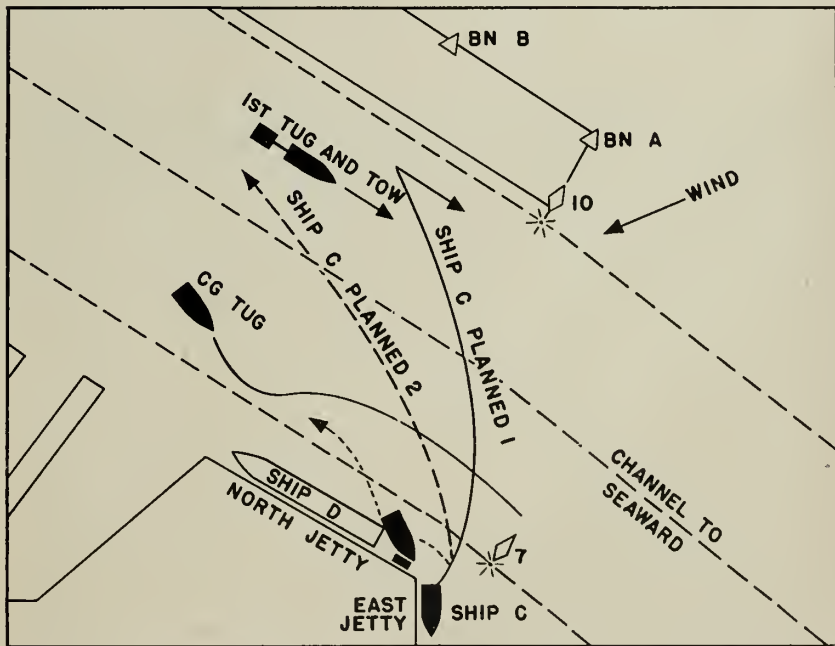
The CO, at the conn on the open bridge, planned to clear the stern of Ship "C" from the jetty and back out across the stream to the left side of the channel, then proceed down the left side of the channel to seaward.

Word was received from the fantail that the channel was clear. All lines were taken in except No. Two. The ship was spun until the stern was well clear of the jetty. Then all engines were backed two-thirds, and one long blast sounded on the whistle. Ship "C" cleared the jetty, and as she started to back into the wind the starboard engine was stopped. The vessel was clearing nicely.

As Ship "C" backed out into the stream, a small tug with a deep-laden oil barge in tow was observed standing down the left side of the channel. Ship "C" continued backing, maneuvering to pass astern of the tow.

Out in the stream on the right side of the channel, still backing, Ship "C" sighted another tug (a Coast Guard vessel) coming down the right side of the channel, at high speed. Sighting Ship "C", this tug veered first to the right to pass ahead of the ship, then turned left to head between Ship "C's" stern and the tug and tow.

To avoid collision with the second tug, the skipper of Ship "C" chose to slow backing until the tug was



CASE ONE—Skipper of Ship 'C,' trying to avoid collision with Coast Guard tug, was blown down upon Ship 'D.' How would you have avoided accident?



clear, then back full. Ship "C" backed on the port engine, the stern swinging to starboard.

Observing that he was being blown down upon Ship "D", moored port side to the north jetty, the CO of Ship "C" gave the order, "All engines back full," then, "All back emergency full," both actually one order. The danger signal was not sounded.

It was too late. The bow of Ship "C" had been blown too close to Ship "D", and the after end of Ship "C"'s superstructure deck, starboard side, hit the gun tub projecting over the starboard side of Ship "D"'s fantail. There were no personnel injuries and damage was slight. The hulls of the two ships were never in contact.

Before reading any further, see if you can figure what the maneuvering skipper did wrong. Then check your findings with those of the investigating authorities and the chart on page 9.

- The comments of investigating authorities in this case showed that initial error of judgment on the part of the skipper of Ship "C" was his decision to attempt undocking in a strong wind without the assistance of a tug.

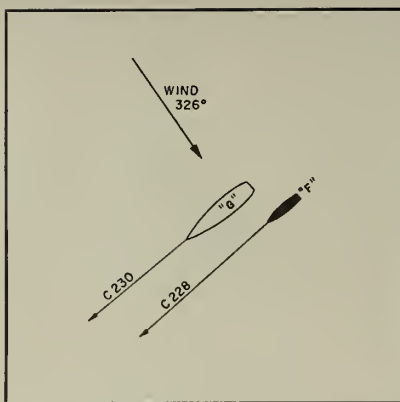
When backing in close quarters, the CO should have taken station on top of the pilohouse, so as to have the best possible view.

The CO's first maneuver, to pass astern of the tow standing down the left side of the channel, was correct, and had he been able to continue as planned at this stage, all would have been well, the board later found.

The Coast Guard tug first veered to the right on sighting Ship "C". Had it continued to the right, crossing Ship "C"'s bow, Ship "C" could have continued backing into the stream as planned. If proper whistle signals had been used, it is probable that the tug would have continued its course to starboard, thus keeping clear.

The Rules of the Road are silent regarding meeting and passing signals of backing vessels, the only reference to signals by a backing vessel being the requirement that three short blasts be blown if another vessel is in sight, and this signal must, of course, be given before any other maneuvering signal.

As the situation of backing vessels is not specifically covered by the rules, the "rule of special circumstances" (Articles 27 and 29 of In-



**CASE TWO--Minor collision occurred when Ship 'G' drifted into Ship 'F'. Could you have avoided collision?**

ternational and Inland Rules) governs. In determining what passing signal should be proposed by a backing vessel to another vessel in inland waters, the stern of the backing vessel is regarded as the bow. Hence, one short blast by the backing vessel proposes, "I intend to leave you on my port hand;" on the side that is normally starboard. Two short blasts by the backing vessel proposes, "I intend to leave you on my starboard hand;" on the side that is normally port.

In concluding their comments in this case, the investigating authorities said that Ship "C" should have sounded three short blasts, indicating that it was backing, then one short blast, as a proposal to the tug that they pass port to port. Assent by the tug (one short blast) would have continued the tug on its course to starboard thus enabling Ship "C" to continue backing into the stream well clear of both tug and the moored Ship "D".

**Case 2**—This one involves two ships ("F" and "G") maneuvering to transfer mail underway. The principal point involved is "proper mail passing station under difficult weather conditions."

While making an approach at sea in preparation for transfer of mail to Ship "G", Ship "F" collided with the other vessel. Both vessels were in the same task group, which was on course 230°, speed 15 knots. At the time, the sea was moderate with swells averaging 6 to 12 feet from northwest, wave length about 600 feet. The wind was from 326°, force 26 knots.

Ship "F", with the skipper conn-

ing, first commenced an approach to the starboard (windward) side of Ship "G", but veered away because of the sea condition. Ship "F" then requested and was granted permission to make the port (lee) side. It would be noted here that the sizes of the vessels involved were important in considering various factors. (Ship "F" was a destroyer and Ship "G" an aircraft carrier.)

With Ship "G" maintaining course of 230°, Ship "F" steered a course of 228° on the final approach to the "G's" port. At 0708 she reached a position on the port quarter of Ship "G", with Ship "F's" gun director abreast the stern of "G" at a lateral distance of about 140 feet. The first line was shot over from Ship "G". Shortly afterward, ship "F" steadied down with respect to relative fore and aft position, and the ships immediately began to close rapidly. A minor collision occurred moments later.

Result of the accident: two of the shrouds on the mast of Ship "F", its antennae, boat davits and stack cowl came in contact with the railing around the Mark 56 director and floater nets on the catwalk of ship "G". The hulls of the two ships did not come in contact with each other; there was no dragging or scraping fore and aft.

Neither vessel sustained any personnel casualties, damage to ship "G" was only superficial and repairs were effected by the ship's deck force. Ship "F" was ordered to port under escort of another vessel for repairs.

What went wrong and why? Here's the answer:

- The opinions and findings of investigating authorities in this case of collision were: Collision resulted from the failure of Ship "F" to compensate for the change of drift as she passed out of a 26-knot beam wind into the leeward of Ship "G". Also, the forward mail passing station in Ship "F" (as a DD) has inherent advantages over the after station in difficult weather.

In this case the authorities also stated that the existing wind and sea conditions and the relationship of base course to wind and sea made the ordered transfer border on being a hazardous one, and required the highest degree of good judgment in conning Ship "F".

Ship "F" made a proper and sea-

manlike approach to the port side of Ship "G" but maintained approach speed too long and dropped it at too rapid a rate. In the approach, the 26-knot wind on the starboard beam caused both ships to drift to leeward at a considerable but undetermined rate.

Upon coming abreast of Ship "G", the mail carrier Ship "F" was blanketed from the beam wind and did not experience the same drift that it had during the approach. This blanketing effect caused Ship "G" to drift down upon Ship "F" before the latter took compensating action to steer to leeward. At the time of the collision Ship "F" was heading about five degrees to the left of Ship "G's" course.

In this case Ship "F" used its after mail passing station (approximately at No. 2 stack) because moving the mail bags to the forward station would have unduly delayed the operation. Had Ship "F's" forward mail-passing station been used, the operation would have been less hazardous, for, in putting ship "F" aft, the influence from Ship "G's" screw currents, hull suction and wave effects is lessened, and the mail carrier's stern is left free to maneuver clear if for any reason the vessels close suddenly.

The following points in this case were emphasized by the investigators:

1. Certain ships, particularly carriers, experience a large drift in high beam winds.

2. The blanketing effect must be expected when passing to leeward of a ship under such conditions.

3. The inherent advantages of using the forward passing station of a destroyer under difficult weather conditions.

These cases — and others like them — indicate that practically all collisions are preventable. And the best way to prevent them is to know your seamanship, then put it into practice within the framework of the Rules of the Road.—Harvey H. Mitchell, JO1, USN.

(Editor's Note: Reader reaction to the above story on collisions at sea and their prevention is invited. If the reporting of such material is considered sufficiently valuable and of widespread Navy interest, ALL HANDS will publish additional problems concerning collision at sea and their solutions.)



MEN of repair department aboard USS Ajax (AR 6) 'take the cake' presented by USS Richard B. Anderson (DD 786) for 'can do' spirit.

## They Knew What Was Coming So They Baked a Cake

Two unusual cakes popped out of Navy ovens recently. One was baked to celebrate a milestone, the other to show the appreciation of a ship's crew for a job well done by another ship's crew.

The first cake, an enormous frosted-model likeness of USS Philippine Sea (CVA 47), was cut by crewmembers to commemorate the 50,000th landing of a plane on the carrier. The ship's bakers had worked several hours preparing the mammoth cake which was big enough to feed the 2500 crewmen.

The other cake was made by cooks of USS R. B. Anderson (DD 786) especially for the repair gang of USS Ajax (AR 6). This unusual gesture was made by the destroyer crew to express their appreciation for the long hours of repair work done in Far Eastern waters for their ship by Ajax.

Receiving the cake on behalf of Ajax, the repair ship's commanding officer presented it to members of the Repair Department along with his own congratulations for a job well done.



CAKE REPLICA of USS Philippine Sea (CVA 47), made to commemorate 50,000th landing, was big enough for carrier's 2500 crew members.





NAVYMAN controls flow of fuel from oiler to carrier. Specialists in Reserve take part in petroleum program.

## Oceans of Know-How in Specialists' Pool

**A**T this moment, a torrent of fuel oil is pouring through the complex feed systems to the burners of hundreds of Navy ships; at the same time, huge quantities of aviation gasoline are being consumed by countless planes; and an infinite number of bearings are protected from destruction by their vital cushions of lubricants.

Suddenly deprived of petroleum and its products, the Navy would grind to a halt within a few minutes. It is the responsibility of the petroleum officer to see that the Navy's planes and vessels, wherever they may be, are assured of receiving the proper amount of the right kind and quality of fuel and lubricants at the right time.

Most of the petroleum officers now on active duty are, of course, members of the Regular Navy. Many, however, are Naval Reservists selected from a large pool of specialists who have retained their military skills through the Naval Reserve Petroleum program.

The Naval Reserve petroleum officer is characteristic of experts in many fields. Through various special-

ized Reserve programs they, too, have continued to maintain familiarity with naval procedures as it applies to their civilian occupations.

Few of these programs are of the "sea-going" variety. As a rule, they are administrative in nature. Reserve training is principally concerned with indoctrination and military application of their peacetime jobs. A brief description of the Naval Reserve Petroleum Program is presented here as an example.

Established in 1948, the Naval Reserve Petroleum Program was, like other non-pay components of the Naval Reserve, formed in order to provide a large component of qualified or partially qualified men and women, both officer and enlisted, available for active duty in the event of mobilization. These components supplement the pay units of the Naval

Reserve and provide many specialists whose training does not fit into the program of the Naval Reserve pay units.

At present, the Petroleum Program is composed principally of officers and enlisted personnel who are World War II veterans and who are now engaged in the petroleum industry as civilians, doing much the same type of work they would be called upon to perform for the Navy.

At their scheduled drills, which vary from 24 to 36 annually and for which they receive no pay, petroleum Reservists receive training in such subjects as: stock control (petroleum), petroleum logistics, petroleum procurement and inspection, petroleum supply planning, duties of the petroleum refinery officer, petroleum engineering, petroleum materials engineering, duties of the aviation fuels officer, fueling officer and tanker planning and control.

The curriculum followed at each meeting is usually determined by the commanding officer but as a rule the presentation is made by means of lectures by civilian or military experts and by training films provided by the

---

**Naval Reserve Has Programs  
For Navy Specialists  
Spanning Diversified Fields**

---



petroleum industry or the Department of Defense.

Annual training duty at various locations scattered strategically throughout the country is also available. Here, officers with civilian experience in the petroleum industry receive basic or refresher courses in many of the subjects mentioned above.

It is primarily an officer program. Although enlisted personnel are invited to join, the nature of the program is such that it is of greatest interest to officers with an administrative, technical or supervisory background. Most enlisted personnel possess SK ratings.

Not all of the specialist programs are on the planning or administrative level. Everything from industrial mobilization to harbor defense is studied by volunteer Reservists. There's a program adapted for the automotive engineer, the scientist, the postal clerk, and the policeman.

In every naval district and river command, programs have been established for the purpose of assisting Reservists to participate in some form of training. All Reserve officers and enlisted personnel in a non-pay status may submit requests to their commandants to form companies or platoons.

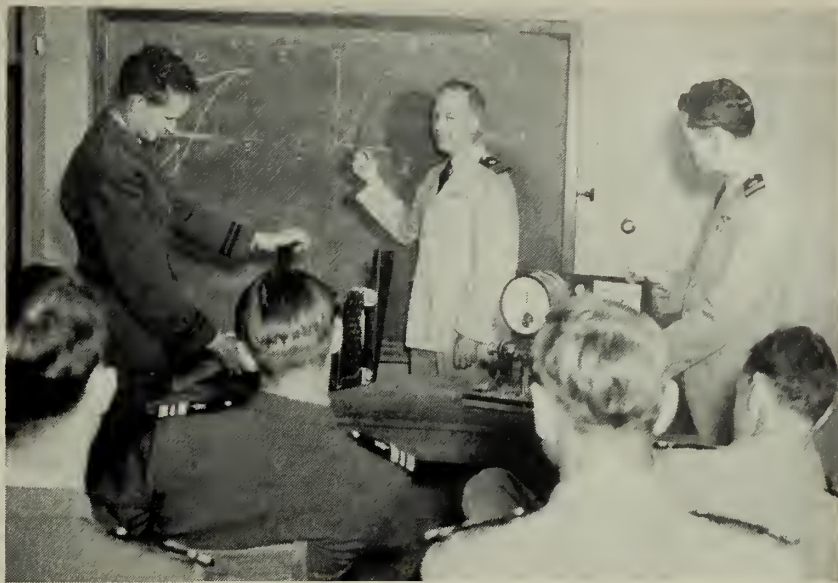
In areas where no specialist unit has been organized that fits an individual Reservist's classification, he can still participate in the program by means of the "composite" type of unit.

The Bureau of Naval Personnel, with the advice and assistance of other bureaus and offices of the Navy Department which are primarily interested in the sponsorship of specialized programs, is responsible for the activation and coordination of training programs. This extends to the preparation of training guides, instructional materials, advice on training requirements, and keeping the units informed on naval policy and directives.

Here's a partial list of the non-pay units which help prepare Reservists to better fit themselves for active duty in the event of national emergency and mobilization:

- *Automotive Transportation* provides training for Reserve officers and enlisted personnel with automotive transportation experience. Special courses and training materials are provided by BuDocks.

- *Aviation* complements the or-



LAB SESSION in electrical engineering holds attention of Reserve specialists as LCDR E. F. Cunningham, Jr., USNR, explains problem at blackboard.

ganized Air Reserve and, in addition, provides a large number of specialists for whom training is not currently available in the organized Reserve.

- *Bureau of Ships* provides indoctrination for officers and enlisted technical personnel in naval administration and organization of activities ashore and afloat coming under the cognizance of BuShips.

- *Chaplain Corps* provides a pool of Reserve officers who are ordained clergymen qualified to represent their respective denominations. This program also provides for a pool of enlisted personnel qualified in music and office practice available for assignment to chaplains' offices.

- *Composite* is especially designed to cover the needs of Reservists in smaller cities where there is an insufficient number to support a specialist type of unit. Such a unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties.

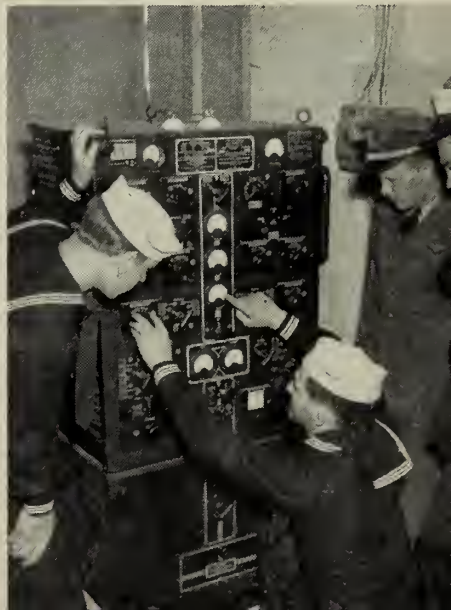
- *Corrective Services* is adapted to officers and enlisted personnel with specialized training in the operation of confinement activities for naval prisoners or with Shore Patrol operations.

- *Dental Corps* consists of Reserve dental officers and enlisted personnel of allied ratings who may be assigned to naval dental clinics, training centers or other large naval establishments.

- *Electronics* units provide training for officers and enlisted personnel in electronics, sonar, radar and communications. Individual Reservists who are licensed radio amateurs may also be authorized to participate in Naval Reserve radio drills from their home radio stations.

- *Harbor Defense* presents the basic concepts and operational and tactical functions of harbor defense. It is designed for officers and enlisted personnel who are not specially trained for duty aboard ship, but who have World War II experience in harbor defense components, or edu-

MEMBERS of Reserve electronics warfare unit learn to tune transmitter with help of aviation elect. mate.







MANY A NAVYMAN met this fate at the hands of a Naval Reserve dentist. Lots of Navy dentists, doctors are Reserve officer 'specialists' on active duty.

education, training or related experience which will provide suitable background.

- *Industrial Relations* is composed of officers, including Waves, who have had active service in one of the following fields: personnel management, labor relations, safety engineering, welfare, employment and training.

- *Intelligence* includes only officers in its volunteer programs, although some yomen are accepted in organized units. The program trains members in naval orientation, intelligence organization and functions, security of classified matter, operational intelligence, strategic intelligence, investigations and counter intelligence.

- *Law* is another officer program. It is composed of Reservists with a 1625 designator or those with legal training and experience whose duties upon mobilization may include the performance of legal functions.

- *Medical Corps* consists of personnel who may be ordered to active duty individually or in teams for assignment to naval hospitals, base hospitals or overseas bases.

- *Military Sea Transportation Service* is another officer program. It trains Reservists in all phases of military overseas transportation and shipping control.

- *Naval Research* includes many distinguished scientists whose civilian jobs are in the basic or naval sciences. Both officers and enlisted personnel are included in the program.

- *Office of Naval Material* is primarily for officers concerned with the administrative and supervisory problems of the Office of Naval Material. Business and technical knowledge is required to qualify.

- *Ordnance* includes officers and enlisted personnel trained in the professional, technical and administrative duties peculiar to ordnance. BuOrd is, of course, primarily interested in this program.

- *Petroleum* is primarily an officer program although enlisted personnel are encouraged to join. Members are

usually engaged in the petroleum industry or in petroleum activities of the government, doing much the same kind of work they would be called upon to perform for the Navy in the event of mobilization.

- *Postal* units consist of officers and enlisted personnel who served in the Navy Postal Service during World War II or who may now be engaged in postal work with the Post Office Department.

- *Public Relations* consists of officers and enlisted personnel who served in the public information, civil relations and naval history programs during World War II, or who may now be engaged in occupations closely allied to these fields.

- *Telecommunications Censorship* consists of officers and enlisted personnel not specially trained for duty aboard ship, who either had World War II experience in telecommunications censorship components or whose present education, training or related experience provides a similar background.

The programs described above give you an idea of the wide scope of Naval Reserve activities available to specialists. But there are others, such as: Armed Forces Radio, Civil Engineering, Classification, Communication, Merchant Marine, Material and Supply.

Combined, these programs form an effective pool of skills and knowledge available and ready to supplement the Regular Navy when needed.



RESERVISTS attending Intelligence School can obtain individual instruction and guidance from school staff in addition to the formal classroom lectures.



# Leyte Crew Stages Hit with Broadway Show

Marseilles, France, was the scene of two notable "firsts" in the theatrical world when members of the crew of the aircraft carrier *USS Leyte* (CVA 32) gave the *first* European performance of the Thomas Heggen-Joshua Logan Broadway hit, "Mister Roberts". The cast has the added distinction of being the *first* Navy group ever to stage a full-scale Broadway production on foreign soil.

The play was staged by the *Leyte*'s Special Services department for the entertainment of the 7,000 sailors aboard 11 Navy ships which were in Marseilles at the time.

Performances were given at the city's modern Teatro Verdi.

The production was under the skilled direction of Jack C. Harper, AEAN, USN, who is serving aboard the *Leyte* on temporary additional orders from the staff of Commander Air Force, U.S. Atlantic Fleet. Harper is credited with writing and directing the first musical comedy ever to be staged aboard a U.S. Navy ship.

All males in the nearly all-male cast — only one woman is required in the play — are members of the *Leyte* Theatre Club, an organization which was inspired by the ship's former executive officer, CDR Henry L. Miller, which actively engages in bringing many and varied forms of entertainment to the crew. The part of the Army nurse in the play was admirably filled by a native of Marseilles, Mme. Jacqueline de Chan-teiac.

Featured in the title role of the play was Lieutenant (jg) Robert L. Daley of Dedham, Mass. LTJG Daley is serving aboard the *Leyte* as Air Intelligence Officer with the staff of Commander Carrier Air Group Three.

Sterling performances were also turned out by Lieutenant H. Wallace Vandever, (MC), USNR, who portrayed Ensign Pulver, and by John V. MacKay, AO3, USN, who was cast in the role of "Doc."

The role of the cantankerous, roaring Captain in the production was well filled by Chester A. Drobek, BMC, USN, a native of Reading, Pa. Although new to the theatre, Drobek's eligibility for the role stemmed from his experience training recruits and serving as the *Leyte*'s well-known Chief-Master-at-Arms.



'MISTER ROBERTS' (LTJG R. L. Daley) (left) tells his troubles to 'Doc' (J. V. MacKay AO3, USN), as he sits on the cargo hatch cover of 'USS Reluctant.'

The cast was rounded out by members of the crew, each of whom contributed an essential part to the play's success. Each man delivered a carefully studied and highly effective interpretation of his part. "Chief Johnson" was played by Ronald I. Budd, MU3, USN; "Gerhart," by Robert B. Carson MU3, USN, "Dowdy," by James A. Mollenhour, AT3, USN; "Insigna," by Maurice G. Valadie, MU3, USN; "Mannion," by Leland D. Gagle, MUSN, USN; "Lindstrom," by Robert E. McGinnis, MU3, USN; "Stefanowski," by Leonard A. Chiriaco, SN, USN; "Wiley," by Robert Haw-

ley, RD3, USN; "Schlemmer," by Norman R. Purvere, HN, USN; "Reber," by James R. Manard, SN, USN; "Dolan," by Hugh I. Worley, PN3, USN; "Payne," by Dean S. Renton, FN, USN; the shore patrolman was played by Charles Grider, HN, USN; "an M.P." by Charles R. Kamensky, FCSN, USN; and the "Shore Patrol Officer," by William T. Ellis, HM2, USN.

The show was reviewed very favorably by the French press, and was covered in many other newspapers throughout Europe. Plans are being made for possible showing stateside.



TIRED GOAT, bearing tag showing ownership of the animal, is unusual liberty souvenir shown to 'Mr. Roberts' by 'Dolan' (H. I. Worley, PN3, USN).



# Merchant Marine: Navy's Sister at Sea

*This is the fourth in a series of articles which ALL HANDS will publish from time to time on other services and activities of the U.S. whose work is allied to, or has an important effect on, the Navy, its ships or its personnel.*

**I**N the Korean conflict, as in previous wars in which the U.S. has been engaged, the U.S. Merchant Marine has become the link joining our fighting forces overseas and our productive capacity at home.

The job of transporting the ton-upon-ton of military "hardware," thousands of pounds of foodstuffs and millions of gallons of fuel oil

needed to run the machines of modern war falls mainly upon the plodding but practical vessels of the merchant fleet.

The air age notwithstanding, our top merchant marine planners say that as long as we have large military forces and allies overseas, the task of moving the necessary food and materials to those forces and allies must be met largely by the U.S. Merchant Marine.

The need for a healthy merchant marine can be seen not only in the response to the outbreak of war in Korea — when the Maritime Administration worked out a rapid transi-

tion within the merchant fleet whereby ships hauling general cargoes switched to carrying military supplies overnight — but also in the building of a base such as the new polar outpost at Thule, Greenland.

At Thule, merchant ships under the over-all direction of the Military Sea Transportation Service, which chartered them for the job, teamed up with Navy icebreakers and other ships to move northward the major part of the material which went into the construction of the base (See ALL HANDS, Feb. 1953, p. 10).

When the Korean conflict started, there were in private operation some 639 American dry-cargo ships. Using existing facilities, skills, personnel and vessels in the nation's reserve fleet, the privately operated merchant marine by December 1951 had absorbed an additional 555 vessels into its operation, or had almost doubled itself.

In addition to its basic service, which was never interrupted, this additional fleet, in the first year of its operation, accomplished a movement of more than 12,000,000 tons of cargo — or a million tons a month.

That's a lot of cargo — but the Merchant Marine has usually been able to accomplish any task at hand since its beginning back in the days of the early colonists.

The sea was the lifeline for the colonists. It provided them with food and linked them with their neighbors along the coast and with the outer world. As the result of an abundant and free supply of native lumber and natural harbors, ship-building became an economic mainstay. In the great center of Boston alone, more than 1000 ships were built in a 40-year period beginning in 1676.

Fishing became a large-scale industry of the colonists, with great New England fleets spread out across the northern fishing grounds.

Eighteenth century America also gave birth to the whaling industry which at the time of the Revolution boasted a fleet of 300 vessels and performed a valiant and essential service in the Revolutionary War. Since there was no Navy at this time, merchant ships and fishing schooners were fitted out with arms, and taken over by the Government, or were authorized to sail as privateers. With

**SS UNITED STATES**, largest merchant ship to be built in America, is luxury liner. In emergency, it can be converted to transport 14,000 troops.





well known skill and daring, these ships captured vital supplies and weapons and cut heavily into British trade. In 1778 alone more than 700 British ships fell to American privateers.

There followed a period in which American shipping, harassed by fierce foreign competition was forced to seek trade in distant waters.

In 1789 the first American ship voyaged to China. The success of this venture led to the development of a thriving West Coast trade.

Continuing foreign interference and restrictions led Presidents Washington, Adams, Jefferson and Madison to urge Government support for the merchant fleet.

In 1798, to meet serious French attacks upon our shipping, the Congress created a Navy Department under which the frigates *Constitution*, *Constellation* and *United States* and other warships were sent to sea to guard American merchant ships. These warships effectively persuaded the French in 1801 to notify the U.S. Government that they were ready to respect the neutrality of our ships.

England continued to discriminate against American shipping. During her war with Napoleon she stopped U. S. ships at sea, seized American seamen and forced them to serve in her Navy. In 1812 the U.S. declared war under the battle cry of "Free Trade and Sailor's Rights." Again privateers became the backbone of U.S. naval power. The 500 privateers sent to sea captured some 1300 prizes. In winning the war, the U.S. helped establish the principle of freedom of the seas and increased the respect of foreign nations for its shipping and rights as a nation.

The following 40 years saw a great expansion of merchant shipping. In 1819 the American ship *Savannah* made the first successful crossing of the Atlantic using steam and sail.

Then, during the 1840's, the swift and beautiful clipper ships went to sea. Some of the Yankee clippers logged as much as 18 and 19 knots, which is considerably faster than most cargo steamers travel today.

Despite the stimulus of the clippers, American seapower by mid-19th Century was heading into troubled waters. The Civil War struck merchant shipping a crippling blow. Sinkings, blockaded ports, post-



**PETROLEUM DRUMS** are loaded aboard ship en route to Far East. Merchant vessels carry supplies, ammunition, troops to far-flung American outposts.

war high prices, high tariffs and taxation all led to a decline of trade and shipping. The discovery of petroleum in 1859 had hurt the whaling industry. Scant steel production, plus inadequate aid for shipbuilding, hampered the development of steam-propelled iron ships.

It was at this time that American interest gradually shifted from the sea to the exploration of the West. Shipbuilders turned from ships to building "prairie schooners" for the westward migration.

By the close of the 19th Century the U.S. had only one trans-Atlantic shipping line in operation. This was clearly not enough for national security. In fact, during the brief four-month Spanish-American War in 1898, the U.S. had to buy foreign shipping to meet its wartime needs.

At the outbreak of World War I the U.S. had only enough ships to carry about one-tenth of its trade. Ships of the warring nations were withdrawn from peacetime operations, cutting off the flow of raw materials to the U.S. When the U.S. entered the war in 1917, the nation

was caught drastically short and had to borrow more than a million tons of cargo shipping from Great Britain.

Congress immediately set up a board which organized the Emergency Fleet Corporation to carry out a shipbuilding program. At that time there were 37 yards building steel vessels and 24 yards building wooden ships. By Armistice Day there were 341 shipyards in operation and the U.S. shipbuilding industry had become the largest in the world. Altogether, the World War I Emergency Fleet Corporation built 2318 vessels.

Lacking the stimulus of war, however, the U.S. Merchant Fleet diminished again. By 1928 the Government had sold 1164 ships to private operators. Shipbuilding was almost curtailed and in 1936 the U.S. had slipped to fourth place among the leading maritime nations in tonnage — and the ships were old and slow.

In the early 1930's a series of marine disasters such as those of the *Morro Castle*, *Mohawk* and *Vestris* brought sharply into focus the low caliber of skills and discipline existing in the merchant marine at that





FRIGATE *United States* is shown in artist's drawing of vessel, dressed in the flags of different nations. For view of modern *United States* see p. 16.

time. These conditions, coupled with the awakening of Congress to the average overage status of the majority of the American merchant ships, resulted in the passing by Congress of the Merchant Marine Act of 1936 often called "the Magna Carta of the Merchant Marine." This Act established the U.S. Maritime Commission whose mission was to develop a merchant fleet "adequate for the nation's commercial and defense needs." After a thorough investigation and extensive discussions by several Congressional committees, it was determined that a federal maritime training program as a national policy was essential. Accordingly, the Merchant Marine Act of 1936 was amended to set up the machinery for the establishment of the U.S. Merchant Marine Cadet Corps to train merchant seamen and officers.

The Commission recommended that instead of launching a full-scale shipbuilding program as had been done by the Emergency Fleet Corporation in World War I, that 50 new cargo ships be built each year over a ten-year period. These ships were to be the fastest, safest ships on the sea and were to have certain defense features.

The Commission also was authorized to grant subsidy payments to private ship operators to cover the difference in construction costs between building new ships in American shipyards as compared with the estimated cost of building them in

foreign shipyards as had been done in the past.

Just as the long-range shipbuilding program got underway in 1939, Europe was plunged into war. The U.S. immediately undertook an emergency program and built 185 new ships in the next two years. After Pearl Harbor the U.S. was forced not only to build for its own needs but to make good the losses of the allies by enemy submarines.

The Maritime Commission accepted initially the slow ten-knot *Liberty* ships, previously developed to meet the war needs of Great Britain, as a basic model for its shipbuilding program. Fortunately, the Commission

was gradually able to introduce into the program the new and faster *Victory* design and to continue building the basic long-range types.

When the war ended, the U.S. once more had a vast fleet of merchant vessels. From 1942 through 1945 the shipyards had turned out more than 5,500 ocean-going vessels. By the end of 1946 the U.S. owned one-half of the world's tonnage and twice that of Great Britain.

The merchant fleet contained 2,710 *Liberty* ships, 531 *Victory* ships, 523 T-2 tankers and numerous ships of other types. To re-establish private ownership and operation, a ship sales program was undertaken. Congress in the Merchant Ship Sales Act of 1946 authorized the Maritime Commission to sell surplus ships. The Act set minimum sales prices and specified that American nationals should have the first opportunity to buy the better and faster models. All in all, 1,956 ships were sold under this Act.

The Korean conflict produced another boom in American shipping — the urgent demand for tonnage to supply the forces in Korea in addition to the cargo movements under the Marshall Plan authorized by the Economic Cooperation Administration and the arms for Europe under the Mutual Security Agency have all increased the need for a strong merchant fleet.

In May 1950 two new organizations — the Maritime Administration and the Federal Maritime Board — were created within the Department of Commerce to carry on the duties of the Maritime Commission, which



VICTORY ships, introduced during World War II, were faster than the famed *Liberty* ships. At war's end, merchant fleet contained 531 *Victory* ships.



CADET-MIDSHIPMAN operates 20-mm gun during target practice. He's on board training vessel *Wm. Webb*, Merchant Marine Academy, King's Point.

was then abolished. Together these agencies now are responsible for administering Government shipping activities.

Although the basic military preparations for the Navy, Army and Air Force, are provided for by Congressional appropriations which are utilized in such a way as Congress and the Joint Chiefs of Staff see fit, the U.S. Merchant Marine operates on a fundamentally different basis.

Certain limited governmental aid is made available to operators in the foreign trade. Under the Merchant Marine Act of 1936 the Federal Government provides this financial aid to American flag operators on essential foreign trade routes.

The reason for the governmental aid is primarily for defense. By keeping our merchant ships in the hands of American shippers we offset the dangers of being cut off from trade with foreign ports as in World War I and also have a fleet of ships ready to come to the aid of the Government in the time of emergencies as in the case of the Korean conflict.

At the start of 1952, the U.S. owned one-third of the world's gross ocean tonnage and had started construction on 35 entirely new dry-cargo ships to be known as the *Mariner* class.

Several ships of the *Mariner*-class have already been launched. They incorporate special defense features and are the fastest dry-cargo ships afloat.

The *Mariner* ships are being built

directly by the Government under a Congressional appropriation and will be sold to private shippers if defense considerations permit.

The first group of *Mariners* completed are being assigned for operation under the National Shipping Authority, an agency established as a unit of the Maritime Administration in March 1952 to direct the operations of Government-owned vessels in programs of national interest. They will carry cargoes for the Military Sea Transportation Service. MSTs is the agency of the Defense Depart-

ment which is responsible for handling the overseas shipping requirements for the Armed Forces.

The design of the *Mariners* was developed around two basic requirements: a service speed of 20 knots and a deadweight tonnage of some 13,000.

The combination of these factors results in a cargo ship of more than twice the war-time effectiveness of the World War II *Liberties*. It was important that the design of the new ships call for the use, so far as possible, of non-critical materials, so that if they must be constructed in large numbers during a period of emergency, serious bottlenecks will not arise.

The *Mariner's* departure from previous designs can be seen in many ways. For example, the cargo gear is advanced over previous designs in that all five and ten-ton-cargo booms have individual topping winches with permanently attached lines that eliminate much of the manhandling and many of the accidents prevalent with the old fashioned topping gear. The ship is completely equipped with hinged quick-opening steel hatch covers and is the first American general cargo vessel to be fitted in this manner. All weather and second-deck hatch covers are completely watertight without the use of tarpaulins.

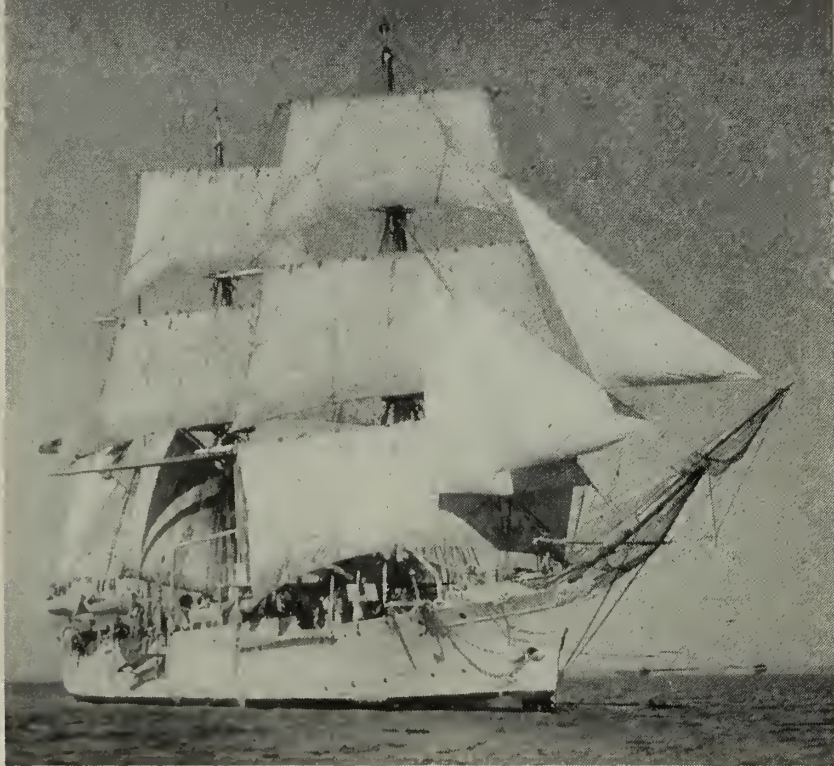
The *Mariner* has seven cargo holds to carry refrigerated, dry and liquid cargoes.

In addition to the start of construc-



GUNNERY officer, member of Navy armed guard on board civilian-manned *Liberty* ship, checks sighting of five-inch rifle during World War II convoy.





CRUISES on training ship *Emery Rice*, shown here under full sail, give future merchant marine officers ample opportunity to learn good seamanship.

tion on the *Mariners*, it was also in 1952 that the passenger liner *United States* crossed the Atlantic at a record speed.

An official announcement by an officer of the Maritime Administration put the speed attained during performance trials at "considerably" in excess of 34 knots.

The largest merchant ship ever to be built in this country (990 feet long) and third largest vessel of this type in the world, the ss *United States* was launched in June 1951 but did not make her maiden voyage across the Atlantic until a year later.

Although intended primarily as a luxury passenger liner for the North Atlantic service, the basic design of the vessel permits almost overnight conversion of the ship to a troop transport in the time of emergency. When fitted as a troop transport, *United States* can carry 14,000 men — the equivalent of close to a full Army division.

In addition to the speed and cruising range of the vessel, other defense features include the special hull protection, new-type refrigeration equipment, extra fresh water capacity, special navigational aids and air-conditioning. Most important of all, the vessel is completely fireproofed. The only wood to be found on board is

in the piano and the butcher's block!

The *United States* now reigns as queen of the merchant fleet, of which there are three types of vessels — dry cargo, tankers and combination passenger and dry-cargo ships.

Dry-cargo ships carry a wide variety of goods including such bulk items as ore, grain, coal and such manufactured items as machinery and trucks.

Tankers, which comprise the largest proportion of the ships in domestic trade, primarily transport petroleum and petroleum products, although they occasionally carry other liquids such as molasses and vegetable oils.

Combination dry-cargo and passenger vessels specialize in carrying passengers, mail and freight. In wartime they are used primarily as troop transports.

Merchant seamen work on ships operating in and out of 70 ports in the U.S. but more than half of the nation's shipping activity is carried on in 16 deep-sea ports along the Atlantic, Gulf and Pacific coasts. The port of New York handles the greatest volume of trade. Other important Atlantic ports are Philadelphia, Baltimore, Boston, Norfolk, Charleston and Savannah.

The Gulf ports handle a substantial volume of cargo, principally pe-

troleum and petroleum products. The chief ports in the Gulf area are Houston, Galveston, New Orleans, Port Arthur, Mobile and Tampa.

On the West Coast the principal ports are those in the San Francisco Bay area and Seattle and Portland in the north.

Who mans the ships of the Merchant Marine?

Since the Nation's earliest days, almost every American boy has thought of going to sea. The call of the sea was especially powerful during Colonial times, when the oceans were the main highways to adventure and fortune and the sole link with the civilized world. Then there were no airplanes, railroads or automobiles to compete for the interest of adventuresome boys.

The exploits of such naval heroes as John Paul Jones and John Barry, the success of privateers and traders and later such novels as "Moby Dick" and "Two Years Before the Mast" helped to fire the imagination of American youth. Energetic boys of 12 and 15 went to sea as foremast hands to learn to become skilled mariners and traders.

The crews of those pioneer generations lived hard lives aboard sailing ships. Pay was meager and living quarters were cramped, wet, cold and poorly ventilated. The food was usually bad, the voyages long and the discipline severe. But the crews accepted these conditions because they looked forward to shares and bonuses at the end of profitable voyages. Many of them acquired comfortable fortunes before they reached the age of 20.

The transition from sail to steam in the latter part of the 19th century changed this picture radically. Although living conditions for sailors remained rough, the period of great profits for seamen ended when ships started charging fixed fees for carrying cargoes. More and more young men turned to the free farm lands of the West for the opportunities they once sought at sea. It became hard to hire men of any description for merchant ships and there was a sharp decline in the quality and efficiency of American seamen. Some shipowners resorted to unscrupulous methods to man ships. "Crimps" roved the waterfronts getting men drunk or drugged in order to "shanghai" or kidnap them to man ships.

Fortunately, these conditions no



longer exist. Today seamen have shorter voyages under improved living conditions and receive wages that compare favorably with those in other industries.

The usual way for an inexperienced man to get a job on a ship is to apply for work at a central hiring hall in one of the chief ports of the country. These hiring halls are operated by unions which generally require that applicants for jobs be union members. On registering at the hiring hall, the job seeker is given a "shipping card" on which is stamped a number and the date he registered. Shipping companies send job orders to a dispatcher in the hiring hall, where the names of the ships and the jobs available are announced and posted. The applicant longest out of work is entitled to first job preference on a job for which he is qualified if he is present during the hiring hours. If he is absent when a job is called, he misses out on that job but does not lose his first place on the list for subsequent jobs until he has missed out on or turned down three jobs.

The worker receiving a job gets an assignment slip, which he presents to the shipping company. The company usually reserves the right to reject an applicant whom it considers unqualified or unacceptable. A rejected job seeker must then report back to the dispatcher to await another assignment.

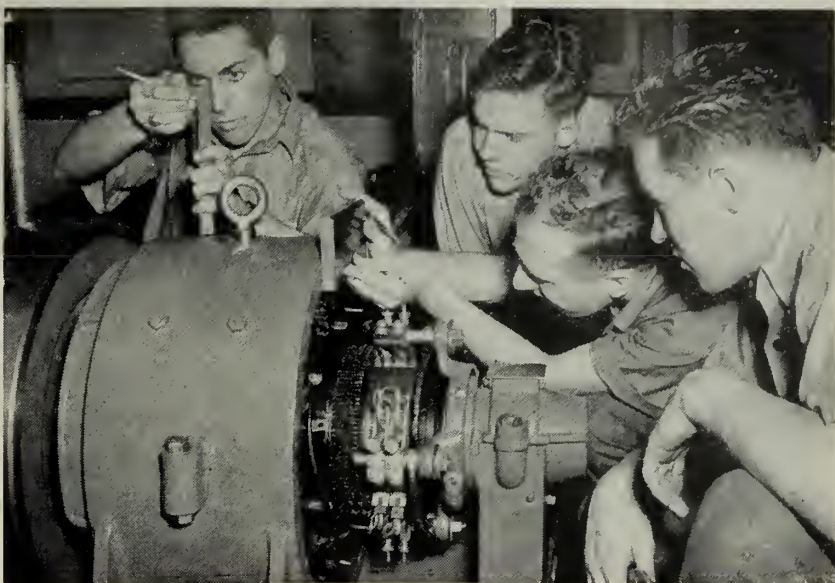
An inexperienced man gets his initial training aboard ship. After six months sea service in an entry job he may apply at the U.S. Maritime Administration for training designed to help him advance in his work and to bring him up-to-date on new developments in the merchant marine.

Training schools are maintained at U.S. Maritime Service Training Station at Sheepshead Bay, Brooklyn, N.Y. and at Alameda, Calif.

In addition, thousands of sailors take advantage of the education and technical training offered through the correspondence courses of the Maritime Service Institute at a cost of \$3 a course.

These courses give the beginner a chance to acquire the technical information needed for a certificate while he is at sea getting the necessary practical experience.

To be eligible to serve as a deck, engine or radio officer aboard a merchant vessel, a seaman must hold a license issued by the Coast Guard.



**MARKING** off bakelite terminal block being made for electrical laboratory generator, merchant marine cadets go through another phase of training.

A man who has served for three years in the deck or engine department can apply for either a third mate's license or a third assistant engineer's license. However, three years of experience alone does not usually enable a crew member to pass the Coast Guard examinations for license as deck or engine officers. A seaman who wishes to become an officer should supplement his shipboard experience with courses of study such as those given by the U.S. Maritime Administration.

There are also state maritime colleges and academies which qualify

students for deck or engineer officer's license. They are located at:

- California Maritime Academy, Vallejo, Calif.
- Maine Maritime Academy, Castine, Maine.
- Massachusetts Maritime Academy, Boston, Mass.
- New York State Maritime College, New York, N.Y.

These schools, in addition to academic courses, operate training ships which make annual training cruises to foreign shores.

Another way to become a licensed officer is by graduating from the U.S. Merchant Marine Academy, or from the Coast Guard Academy or the Naval Academy.

The U.S. Merchant Marine Academy at Kings Point, Long Island, N.Y., was established by the Maritime Commission to insure a steady supply of well-trained officers for the Merchant Marine. The academy gives a four-year course, along with practical sea experience. On graduation, the cadet-Midshipman receives a license as third mate or third assistant engineer, a commission as ensign in the U.S. Maritime Service and the U.S. Naval Reserve (inactive) and a bachelor's degree of science.

Trained and efficient personnel make up the men who man the ships of the U.S. Merchant Marine. And the American merchant marine is the largest merchant fleet in the world and possesses the fastest merchant ships afloat.



**MERCHANT** sailors undergo lifeboat drill as part of training at USMS Training Station, Sheepshead Bay.





FRENCH and American sailors chat on USS Eldorado (AGC 11). Below: NSC Oakland's St. Patrick Day float is example of good public relations.



WHEN IN ROME, do as the Romans do — so say these sailors as they ride in horse-drawn carriage on a sightseeing tour of the famed 'Eternal City.'



## How Good Is You

TODAY, more than ever before, every man and woman at home and abroad is involved in "public relations." In the Navy this is especially true, because Navymen get around a great deal more than the average person.

There are, of course enlisted journalists, public information officers and technical information officers serving within the various commands and on board ships. It's the job of the PIOs, TIOs and JOs to keep the public and the press — newspapers, magazines, radio, TV, movies—informed of what's going on in the Navy.

But every Navyman — from a seaman recruit on up to the top admiral — has a personal public relations job to do. And it's a 24-hour-a-day job, seven days a week.

What is good "public relations"? In a nutshell, it is simply making and keeping friends. In the narrow sense, it is the amicable relationship an individual or organization tries to maintain with the general public. In the broad sense, it is every relationship between individuals, groups, institutions.

Here are a few of the ways in which Navymen have proved themselves to be tops in good public relations:

- The sharp Navyman looks smart and is admired. He takes pride in his uniform. It pays off. A uniform always makes an impression.
- Friendliness and courtesy pay

PRETTY Wave steps through Red Feather doorway to help launch a town's Community Chest program.





# 'Public Relations'?

off too — and the dividends are big in *personal* popularity.

- When you visit a foreign port, learning the customs of the country marks the Navyman as an experienced globe trotter. And in respecting the customs of other nations, you earn respect for *yourself*.

- Keep abreast of your Navy, past and present. People like to know about naval history, new ships, new techniques. A little boning up will do you good, too.

- You may be asked to give a talk at a school — maybe your own high school. Accept the invitation. You can talk about the Navy in general and you can talk about your own specific job.

- Cooperate with newspapers, radio stations, civic groups and the like if you're asked to say a few words about the Navy. Don't be afraid of an interview — the interviewer does most of the work. All you have to do is have a few handy answers. But don't slip up on matters concerning national security or classified information. If you're in doubt, it would be a good idea to check with your local public information officer.

- If you're shore-based, pitch in on community projects. Help with boys' clubs, scout work, civic organizations. Lend a hand with charity drives.

On these two pages, ALL HANDS shows a few pictorial examples of good Navy public relations at work.

FLOODS, 'quakes and other disasters find Naval Reservists, like this radioman, lending a hand.



GOOD 'PUBLIC RELATIONS' is evidenced by the eager expressions on the faces of these Boy Scouts being conducted on a tour of USS Boxer (CVA 21).



NAVY lieutenant voluntarily teaches two English classes a week for Japanese. Below: Enlisted journalists work on page layouts for their station paper.





## NEWS OF OTHER NAVIES

In this new section ALL HANDS continues its report of news items of interest concerning navies of other nations.

★ ★ ★

**THAILAND**—Among the ships fighting with the U.N. forces in Korean sea operations are two frigates flying the circled-elephants flag of the Kingdom of Thailand. Named *Prasae* and *Tachin*, they have participated in escort and patrol missions as well as in shore bombardment assignments. *Prasae* and *Tachin* are the one-time U. S. frigates *Gallup* (PF 47) and *Glendale* (PF 36) — both built at Los Angeles, Calif. The former recently underwent overhaul at the U.S. Fleet Activities, Yokosuka, Japan.

The two vessels were turned over to the 100-year old Royal Thailand Navy in October 1951 and began operations four months later. Their names honor two rivers of the small South-East Asian kingdom.

With an over-all length of 304 feet, a beam of 37½ feet and a weight of 1100 tons (standard), the 18-knot frigates are among the largest ships of the Thai Navy. According to officers of other U.N. fleet units, morale in these ships is very high and their contribution to the Korean war effort is increasingly important.

★ ★ ★

**SPAIN** — Spain has joined with other nations in assigning groups of officers to temporary duty from time to time with units of the U. S. Fleet. Such cross-training enables foreign nationals to become familiar with the armament, capabilities and tactics of American fighting units.

A group of 14 Spanish naval and air force officers have completed a three-day cruise in the large carrier *us Midway* (CVA 41) in the Mediterranean. They arrived aboard via highline from the destroyer *us Brownson* (DD 518).

During their stay, the guests were shown demonstrations of day-and-night plane launching and recovery as well as operations in other parts of the ship. Other demonstrations included "air attacks," air defense and night underway refueling from a tanker.



**THAILAND** sailors make sure their three-inch gun is ready for action. They're with UN forces in Far East.



VENEZUELAN 'midshipmen' get instruction on five-inch gun from H. H. Milhorn, GMC, USN, at NTC Bainbridge.

**BURMA**—Part of the U. S. Navy's job under the Mutual Defense Assistance Pact (MDAP) is to familiarize officers and men of friendly nations with U. S. naval techniques. These range from running a ship's galley to participating in an anti-submarine operation. Typical of such an indoctrination was a five-week tour of major U. S. naval installations recently taken by officers of the Burmese Navy.

Inspecting the service school establishments and recruit training programs at the naval training centers of Bainbridge, Md., and Great Lakes, Ill., the officers reviewed this country's basic training program. They said they were impressed with the large scale program and the many mechanical and other training aids in use.

In addition to touring the training centers, the officers visited the Bureau of Naval Personnel, Naval Receiving Station and Naval Gunnery School in Washington, D. C., and concluded with an inspection of the Naval Academy in Annapolis, Md.

★ ★ ★

**GREAT BRITAIN**—Two new and improved "diving" television cameras, especially built to scan ocean floors with their electronic eyes, will be used by the British Navy for salvage and hull-inspecting operations. The underwater video will also be used by the Admiralty Research Laboratory for scientific studies.

Underwater television, which does not have many of the limitations of human divers, already has been tried in England, and U.S. scientists employed underwater TV in 1947 to evaluate results of the Bikini atom bomb tests. It was used off England two years ago in the search for the sunken submarine *HMS Affray*.

The new television cameras will be housed in watertight casings capable of being lowered to depths of 1000 feet. A lighting system attached to a stabilizing fin outside the casing will illuminate the 70-degree field of vision taken in by the camera's lenses.



**GREAT BRITAIN**—In order to investigate further the effects of an atomic explosion in a typical harbor, Great Britain, in cooperation with Australia, has exploded the United Kingdom's first atomic bomb.

The site for the test was an isolated area in the Monte Bello Islands which lie some 900 miles north of Australia. Since nothing was available at the site, all material and stores for the test had to be brought in.

This was done primarily by the Royal Navy, with some help from the Royal Australian Navy. The British aircraft carrier *HMS Campania*, three LSTs and *HMS Plym*, the target ship, took part. Australian ships were a small tender and two self-propelled lighters for re-refrigerated stores and water.

The explosion itself completely vaporized *Plym* and scattered red hot fragments over one of the islands, starting fires in the dry vegetation. Soon after the blast, two naval officers, flying helicopters from the deck of *Campania*, skimmed over the lagoon to collect samples of water to be tasted for radioactivity.

Prime Minister Winston Churchill stated that the atomic weapon used had "behaved exactly as expected."

★ ★ ★

**TURKEY-NORWAY** — Several landing craft have been added to the Turkish and Norwegian navies under the Mutual Defense Assistance Program (MDAP).

The craft, taken from the U. S. Reserve fleet, include three LSMs (LSMs 481, 484 and 490) which were turned over to Turkey, and LSMs 492 and 493 which were turned over to Norway. The ships were stripped, converted and outfitted as coastal minesweepers (CSs) to be used by Turkey and Norway to protect their coastal waters. Both countries are members of NATO and they help defend the northern and southern flanks of the European defense perimeter.

★ ★ ★

**CANADA**—In and above the waters of Nova Scotia, sea and air units of Royal Canadian Navy went through their paces in a demonstration before a group of Canadian industrialists. Among the units participating were the aircraft carrier *HMCS Magnificent*, the cruiser *HMCS Quebec*, the destroyer *HMCS Crescent*, the frigate *HMCS La Hullose*, the carrier-based 30th Air Carrier Group and the shore-based 31st Support Air Group.

*HMCS Crescent* started the ball rolling by demonstrating her "hedgehog" anti-submarine projector. She fired a salvo which laid down a broad circular pattern and produced delayed underwater explosions. This was followed by the dropping of depth charges astern.

About this time, *Magnificent* launched 11 *Sea Fury* fighters by catapult on the forward section of the flight deck. Fifteen *Avenger* attack planes followed them into the air.

Soon after this, the *Sea Fury* squadron and the *Avenger* squadron began runs on a towed sled strung out astern of *La Hullose*. In dive-bombing runs, the aircraft blasted the racing target with rockets, cannon and machine-gun fire. Other *Avengers* followed up laying sticks of depth charges across the sled.

Later in the day the two air groups teamed up over the formation of ships to stage simulated dive-bombing



BRITISH sailors and marines undergo regular physical training on board *HMS Vanguard* during 'Mainbrace.'

runs, both singly and in formation. The final air event was a massed "fly-past", the planes swarming over the ships in squadron formation.

★ ★ ★

**SOUTH AMERICA** — The first consolidated shipment of Navy equipment, as well as Army and Air Force materiel, to the other American republics under the Mutual Defense Assistance Program (MDAP) has left New York for Ecuador, Peru and Colombia. The shipment includes motor vehicles, various types of weapons and ammunition and spare parts for aircraft and naval vessels.

Similar shipments soon will be made to other Latin American countries which have negotiated military assistance agreements under the terms of the Mutual Security Act of 1951. In addition to Ecuador, Peru and Colombia, agreements also are in effect with Cuba and Chile and have been signed with Brazil and Uruguay. Ratification of the agreement by the latter two countries is being completed.



TURKISH crew members board minesweeper turned over to their country under Mutual Defense Assist. Program.



# LETTERS TO THE EDITOR

## Quotas for Service Schools

SIR: What is the meaning of "Mandatory Returnable Quota" when it is used in relation to service schools?

The information we have is that a command must fill the mandatory returnable school quota. In other words, an enlisted man, whether or not he desires to attend the school for which a mandatory returnable quota is received, may be "drafted" to fill the quota if he meets all the requirements for the school.

What is the official definition of this term and where can I find it published.—J. J. K., PN3, USN.

• The meaning of the term "Returnable Quota" is defined in BuPers Inst. 1306.15, 29 Oct 1952. The Instruction says in part:

"Returnable quotas may be filled in whole or in part as directed by the Fleet and shore commands administering quotas assigned by the Chief of Naval Personnel. Personnel are sent to school for temporary additional duty under instruction, and upon completion, returned to former commands. . . ."

The term "Mandatory Returnable Quota" means returnable quotas that must be filled by the command to which they are assigned. Such quotas are necessitated because certain training requirements must be met in order to maintain the Navy in a constant state of readiness.

In so far as practical, it is the Navy's desire that only personnel who want to receive the applicable schooling be selected to fill such quotas. However, if a man is in all respects qualified and has demonstrated aptitude for a particular training, he may be selected to fill a mandatory returnable quota. The determination as to whether a man goes to school is based on the needs of the service which takes precedence over the individual's own personal preference.—Ed.

## Korean PUC for Task Force

SIR: I have been told that Task Force 77 was awarded the Republic of Korea Presidential Unit Citation in the fall of 1951. Is this information correct?—J. H. P. GMI, USN.

• BuPers has received no official information regarding the award of the Korean PUC to Task Force 77. This citation, however, was awarded another task force, Task Force 95, in recognition of service during the period from September 1950 to August 1951.

The insignia of this award is not permitted to be worn on the naval uniform since it has not as yet been authorized by Congress.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Eligibility for Gold Service Stripes

SIR: I am after some information about gold service stripes. This hypothetical case points up my question.

We have a CPO with more than 16 years' continuous active service. In his first enlistment he failed to meet the requirements for the Navy Good Conduct Medal. In his next three enlistments, however, he met the requirements. Is he entitled to wear gold service stripes?—E. R. N., HM1, USN.

• Not only is he entitled to wear them, but he is required to wear them. Although the rules specify 12 years' continuous active duty (full time duty) in the Navy or Naval Reserve, this duty need not commence with the first enlistment.—Ed.

## Can USNRs Transfer to Fleet Reserve?

SIR: I served in the Regular Navy from 1923 to 1927, four years, and again from 1944 through 1946, two years. If I serve on active duty in the Naval Reserve from 1947 through 1957, I will have completed 16 years' broken service. I have heard that a man can retire on 16 years' broken service if the last 10 years were active duty. If so, what would the retirement pay be for a chief petty officer?—H. C. M., EMC, USNR.

• You have received incorrect information. If you served in the Regular Navy on or before 1 July 1925, you may be transferred to the Fleet Reserve with retainer pay and upon completion of 30 years' active and inactive service you may retire.

There is no provision of law however, for Naval Reservists to transfer to the Fleet Reserve. A Naval Reservist is eligible for retirement pay when he has completed 20 years' active duty. The last 10 years of active duty must have been performed immediately preceding such retirement, or upon reaching age 60 and having completed 20 years' satisfactory federal service, you may apply for retirement pay.

For a complete round-up on the matter of retirement and benefits for naval veterans, refer to ALL HANDS, February 1953, pages 30 through 36.—Ed.

## Navy men with Teaching Experience

SIR: Is there any chance for Navy enlisted men who are qualified public school teachers to teach in schools on government bases either in the U.S. or at some outlying station?—P. A. H., PNSN, USN.

• The only billets to which non-rated personnel with civilian public school experience are presently assigned as instructors or teachers are in the Recruit Preparatory Program. These prep courses are given at Recruit Training Commands at Bainbridge, Md., Great Lakes, Ill., and San Diego, Calif. At the present time, however, there is no need for additional instructors.—Ed.

## Advancement of Waves to WO Rank

SIR: I wonder if Wave CPOs and POIs have been promoted to warrant officer in recent years. Particularly, I am interested in knowing if any Waves were appointed to acting pay clerk. Will any Wave CPOs or POIs be considered soon for appointment to warrant officer?—H. F., DKC, USN.

• In the November 1950 warrant (W-1) selections, both men and women CPOs and POIs of the Regular Navy who met the age and service requirements were considered. In these selections two women CPOs were issued warrant ship's clerk appointments.

In the April-July 1952 warrant (W-1) selections, both men and women CPOs and POIs of the Regular Navy and Naval Reserve with more than six years' naval service who were on active duty and were less than 35 years of age on 1 Jan 1952, were considered. Eligible women were considered for many warrant categories, including acting pay clerk. Although several women were selected for other warrant categories, none were recommended by the board for appointment to acting pay clerk.

There are no current plans to make additional temporary warrant officer selections. However, when future selections are made, it is expected that women who meet the eligibility requirements will again be considered along with eligible male personnel.—Ed.

## CO or O-in-C?

SIR: Can you tell me if the official title of a commanding officer of a U.S. Naval Mobile Construction Battalion is "commanding officer" or "officer in charge"?—C. C. C., YNSN, USN.

• Both a Construction Battalion and a Mobile Construction Battalion have commanding officers. Construction Battalion Detachments have officers-in-charge.—Ed.



### "A" School Grads Need GTC

SIR: Does a man who has successfully completed a Class "A" School have to take a progress course for his rate, or the "General Training Course for Petty Officers," to be eligible to take an examination for advancement in his rate?

In my case, I completed Class "A" Yeoman School with a mark of 3.6 and I did not have to take a course of any kind to go up for my YN3 exam. — J.R.M., YN3, USN.

• BuPers Manual 1948, Art C-7201, is the authority which provides that graduation from Class "A" service schools shall be considered the equivalent of completion of training courses for the applicable pay grade E-4 rate.

Completion of the "General Training Course for Petty Officers, Part 1," is mandatory for advancement to each petty officer rate. — Ed.

### Extension of Minority Enlistment

SIR: Can a man serving a minority enlistment be involuntarily extended on the expiration of his first enlistment?—D.K.A., ME3, USN.

• The answer is yes. *Alnav* 11-52 provides that enlistments of members of the Regular Navy and Naval Reserve expiring after 1 July 1952 and prior to 1 July 1953 which were not voluntarily or involuntarily extended after 28 July 1950, will be involuntarily extended for a period of nine months unless such members voluntarily extend their enlistment or reenlist. Minority enlistments normally expiring during this period were involuntarily extended in the same manner as other enlistments.—Ed.

### Persons in Vehicles at Colors

SIR: Looking over two official publications for information on honors, I noticed what appears to be a conflict. *Navy Regulations* (1948), in article 2107, states: "During colors, vehicles within sight or hearing of the ceremony shall be stopped. Persons riding in a passenger car or on a motorcycle shall remain seated at attention. Occupants of other types of military vehicles remain seated at attention in the vehicle; the individual in charge of each such vehicle (other than the driver) shall get out of the vehicle and render the hand salute."

On the other hand, the *Landing Party Manual* (1950), in chapter Three, states that during colors: "Persons riding in a passenger car or on a motorcycle will dismount, and salute."

Which is the proper procedure? Passengers get out or stay in? The ALL HANDS special feature article on Naval Courtesy (March 1952) went along with the *Navy Regs* version.—E.W.G.

• The correct procedure is the one in *Navy Regs* and ALL HANDS. A correction will be made in the next change to the *Landing Party Manual*.—Ed.

### Promotions to Commissioned Rank

SIR: I have a query concerning permanent or temporary commissions as ensign (or above) in the Regular Navy. A recent BuPers directive has set up a program whereby POs and warrant officers may compete for permanent commissions as ensign, USN. The maximum age is listed at 31½ at the time of application. Is there any possibility that the Bureau will allow age waivers?

Another thing, how does the picture look in regard to the Navy's offering temporary commissions to present warrant officers?—P. J. K., RELE, USN.

• (1) The directive you refer to is BuPers Inst. 1120.7 (18 Sept 1952). It specifies that no waivers of age requirements will be granted in this program.

(1) There is no program open at present for the temporary appointment of POs or WOs to commissioned grade of ensign, USN, or above.—Ed.

### Training as Airship Rigger

SIR: I am interested in getting duty with one of the Navy's lighter-than-air units. Could you give me some information on the airship rigger rate and on how to become a member of an airship crew?—B. W., AKAN, USN.

• There is no general service rating of airship rigger. However, qualification in this specialty is reflected by the secondary NJC 8273 (airship rigger, maintenance). This designation results from in-service or formal training in airship maintenance.

Currently a Class C school—Airship Training (Non-Pilot)—teaches LTA topics to aviation structural mechanics and designated strikers having NJCs 7212 and 7219.

Assignment to duty in the airship organization is not limited to men trained as airship specialists, however. Commander Air Force, Atlantic Fleet, assigns men from other activities to LTA activities in the Atlantic Fleet. And BuPers assigns men to shore duty in LTA activities from the shore duty eligibility list.—Ed.

### Work and Study Under G.I. Bill

SIR: I'm a veteran planning to go to school full-time under the Korean G.I. Bill. If it doesn't interfere with my studies, I'd like to get a job a couple of evenings a week to help meet expenses. Would my G.I. allowance be reduced, if I did so?—K. E. D., RM2, USNR.

• No. Regardless of how much you earned on the side, your G.I. allowance for education would not be reduced.

Their is no ceiling on earnings plus government allowance for veterans in school under the Korean G.I. Bill, as there is for those in training under the World War II G.I. Bill. The only ceiling under the new law applies to those taking on-the-job training.—Ed.

### Armed Services Police

SIR: I would like to obtain duty with the Armed Services Police. Will you tell me what the qualifications for this duty are and how I should make my application? I recently completed eight weeks of the advanced course at the military police school, Camp Gordon, Ga.—D.M.M., BM2, USN.

• Qualified naval personnel are assigned to Armed Services Police Detachments by local naval commanders. ASPD's are established in areas in the continental U.S. and overseas bases where there are large concentrations of military personnel.

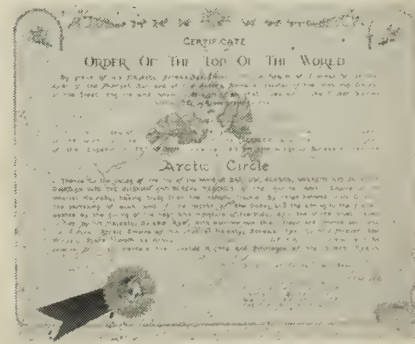
In order to be considered for assignment to Armed Services Police duty you must be eligible for shore duty or overseas shore duty. Requests for shore duty should be submitted in accordance with BuPers Inst. 1306.20, 10 Dec 1952. This instruction is fully covered in ALL HANDS, February 1953, p. 48 to 52. Requests for overseas service should be submitted in accordance with the appropriate Service Force Commander's directives.—Ed.

### Order of Top of the World

SIR: In the summer of 1951 I was aboard a ship participating in "Operation Bluejay" and was given the Polar Bear Certificate issued to men who have crossed the Arctic Circle. We were also designated members of the "Royal Order of the Blue Noses."

I would like to know if the men participating in this exercise are also eligible for the certificate of the "Order of the Top of the World" pictured in the November 1952 issue of ALL HANDS?—G. F. H., SK3, USN.

• Since the Bureau of Naval Personnel does not issue or award these certificates, it is suggested that you contact the activity which originally issued the other certificates and present your question there. All these certificates are unofficial. In most cases they are prepared by crew members and authorized by the CO of the ship issuing the award.—Ed.



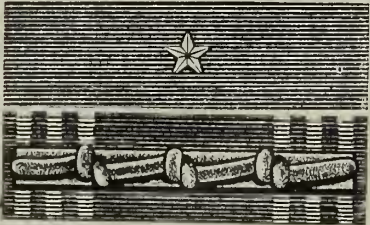
CERTIFICATE for 'Order of Top of the World' was awarded for Alaskan service and crossing Arctic Circle.



### Good Conduct Medal with Star

SIR: A cartoon on page seven of *Discipline Sense* (NavPers 91785), illustrates an old salt showing off his numerous service ribbons. The old character says one of his medals is the Good Conduct Medal with "Palms." Can you tell me when the Palm was first issued as a subsequent award of the Good Conduct Medal, and when the Star was first used to replace the Palm?—C.R.W., MEC, USN.

### NAVY Good Conduct Ribbon with star.



### ARMY Good Conduct Ribbon with clasp.

• The old salt of the cartoon is too loose with his talk. He should have said, "And that, kids, is Good Conduct with a Star." The Army uses a clasp with loops for subsequent awards on its Good Conduct Medal in lieu of a second medal. The Navy, however, has always authorized a bronze star to indicate a second and subsequent award.—Ed.

### Pre-Commissioning Detail

SIR: I reported from shore duty to pre-commissioning detail duty and on board *uss Lake Champlain* (CVA 39), when commissioned. My question is whether or not the time before the commissioning date counts as sea duty for shore duty purposes.—E. R. C., PRI, USN.

• When an enlisted man is transferred from a normal tour of shore duty to a precommissioning detail, duty served in the detail prior to commissioning, if in excess of three months, is counted as a continuation of shore duty for purposes of sea-shore rotation.

Since you were attached to the pre-commissioning detail of *Lake Champlain* for more than three months, your sea duty did not commence until the date the ship was commissioned, 26 Sept 1952. For a complete round-up of questions and answers on the Navy's sea-shore rotation policy, see *ALL HANDS*, February 1953, p. 48.—Ed.

### Mangers in DDs

SIR: A couple of boatswain's mates and myself have been having an argument about the old four-stack, flush-deck destroyers. Did they or did they not have mangers?—W. S. A. BMC, USN.

• No, they didn't. All 1200-ton DDs, the last of which was *USS Pruitt* (DD 347), commissioned in 1920, housed their anchors on billboards. With a bill-

board, they needed no manger plates. For that matter, present-day DDs don't have mangers either, even though they house their anchors in hawse pipes.

The "manger," incidentally, is a weather deck area located on the fore-castle of certain ships. Triangular in shape, the after end is the manger plate and its two sides are the ship's bulwarks at the bow. The manger plate (or board) is located just aft of the hawsepipes and prevents water that enters the bottom end from sloshing through and running along the main deck.

Present-day DDs use a "buckler" over the hawse pipe. This circular metal plate also serves to prevent water from sloshing through the hawse pipe.—Ed.

### Home Loans under G.I. Bills

SIR: As a veteran of World War II, I took full advantage of the home loan benefits under the G.I. Bill. In 1951 I was recalled to active duty and in March 1952 I sold my home. Although I have used my full G.I. loan privileges as a World War II veteran I would like to know if I am eligible for a new loan under the Korean G.I. Bill?—G. E. P., LT, USMCR.

• The fact that you are no longer in possession of the home which you financed through your World War II G.I. loan is the determining factor in your situation and the one that makes you eligible for full benefits under the Veterans' Readjustment Assistance Act of 1952 (Korean G.I. Bill) as far as the G.I. loan guaranty is concerned. Persons,

however, who used the full extent of their real-estate loan under the old G.I. Bill and still own the property purchased through that loan are not entitled to any of the loan privileges afforded by the new law.—Ed.

### Exchanges Between Naval Districts

SIR: Can you tell me why BuPers does not approve requests for "swaps" between naval districts by men of the same rate? It seems to me that since there is no expense to the Government involved in shipping household goods and dependents, such requests would be welcomed as an economy.—C.C.P., ENC, USN.

• Distribution of all enlisted personnel is governed by the needs of the service. BuPers carefully considers all requests for transfer in exchange and approval or disapproval is determined by the merits of each case. Certain requirements must be met prior to approval of such a request. Some of these requirements are that both men must have approximately the rotation to sea duty dates, same rating and pay grade, similar billets to exchange, the "swap" does not involve distant travel and the exchange is approved by both commanding officers.

Whether or not a man agrees to pay his own transportation between permanent duty stations has little to do with the final decision inasmuch as personnel transferred under such circumstances are entitled by law to reimbursement for travel.—Ed.

### Veteran Brinkley Bass Sustained Hits Twice in Korean Waters

SIR: In the November 1952 issue of *ALL HANDS* you write about *uss Thompson* (DMS 38) which sustained her second hit in Korean waters in the same area where she got her first hit. You also mention other U.S. ships that have been twice hit.

But no mention was made of our ship, *uss Brinkley Bass* (DD 887) which has not only been hit twice too but also got her second hit in the same area where she got her first one.

On 20 May 1951, *Brinkley Bass* was fired upon by coastal batteries and returned the fire. During the firing, *Bass* was hit on the starboard side beneath Mount No. 1, killing one crewman and injuring nine others.

On March 1952, during the ship's second tour in the Far East, in the same area (Wonsan), *Bass* suffered her second hit, this time amidships on the 01 level, 15 feet from the spot of the first hit. Luckily, no one was killed but six men were injured. Jean Anderson, MM3, USN, later had to have his leg amputated.

One other time, *Bass* had five batteries firing on her and sustained the

attack without assistance. During the first two weeks *Bass* was in Wonsan harbor, she received counterbattery fire 14 times, not to mention 11 times during the first cruise.

Incidentally, the ship has also rendered assistance to others: *Bass* aided the cruiser *uss St. Paul* (CA 83) after an explosion occurred in one of the larger ship's turrets off Kojo; she has rescued several pilots forced down at sea; and took under tow *Apnok*, a ROK frigate, after the Korean ship collided with an ammunition ship.

And while I'm at it, our engineering department is pretty good too. Not a day was lost on either cruise due to mechanical difficulties.—J. F. L., SN, USN.

• Our information from the Far East listed only *uss Helena* (CA 75) and *uss Osprey* (AMS 28) as the U.S. Navy ships which had sustained two hits during the Korean fighting. Herewith a straightening of the record. *Brinkley Bass*, which has earned two battle stars for actions off Korea, is now back on the West Coast.—Ed.

## SDEL for Radiomen

SIR: In the Shore Duty Eligibility chart in the November issue of ALL HANDS, the radioman rating was omitted. Can you tell us the eligibility standing of radiomen for shore duty?—C.E.N., RM3, USN.

• A typographical error, the "RM" rating was listed as "FM". There is, of course, no FM rating. In the event the November 1952 issue is not available, here's the RM standings as of 1 Sept 1952:

The number of years continuous sea duty since last tour ashore — 2 RMC's with 14 or more years; 2 RMC's with from 12 to 14; 2 chiefs and 2 below CPO with from 10 to 12; 2 chiefs and 1 below with from 8 to 10; 3 CPO's and 4 below with from 6 to 8; with 6 years and less there are 11 chiefs and 415 below; total, 22 RMCs and 422 below chief on the SDEL. For a round-up on sea-shore rotation for enlisted personnel, see ALL HANDS, February 1953, p. 48. The same issue contains, on p. 52, procedures for requesting shore duty for hardship reasons.—ED.

## MOP for Fleet Reservists?

SIR: I shipped over on 25 June 1947 and went into the Fleet Reserve on 19 Feb 1951. I was ordered to active duty and have three months left to complete two years duty. I would like to know if Fleet Reservists are entitled to Mustering Out Pay?—J.G.K., BMC, USN.

• Certain persons discharged or released from active duty are excluded from benefits under the mustering-out pay law. Among them are Navymen who at time of discharge or release from active duty are transferred or returned to the retired list with retired pay, or to a status in which they receive retirement or retainer pay, except those retired or separated for physical disability.—ED.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Saginaw Bay* (CVE 82) — A reunion of all officers of VC-78 who served in *Saginaw Bay* during World War II is scheduled for 27 through 30 July 1953. Further information may be had by writing to Wells Norris, 458 Winnetka Ave., Winnetka, Ill.

• *uss Farquhar* (DE 139) — A reunion of the ship's company of *uss Farquhar* is scheduled to be held at the Hotel Edison, New York, N. Y., on Saturday, 16 May 1953. For further information, contact Thomas A. Miller, 6748 Sprague St., Philadelphia 19, Pa., or B. L. Hoffstot, Colchester, Conn.

• *uss Alabama* (BB 60) — There will be a reunion of all former "Bama" officers in the officers' club of the Philadelphia Navy Yard, Saturday, 21 Mar 1953. For information, write to LCDR Schafer, Manasquan, N. J.

• *Hospital Corps School Class* of 26-1950 — Members of this class interested in holding a reunion in June 1953 should write to A. Trude Smetana, HM3, USN, Medical Dispensary No. 307, USNTC Bainbridge, Md.

• *uss Sloat* (DE 245) — Former shipmates of *uss Sloat*, interested in a reunion, should contact T. Quinlan, 35-16 34th St., Long Island City 1, N. Y.

• *uss Cimmaron* (AO 22) — Officers and men who served in this ship during the period 1943-1946, and who are interested in a reunion to be held in 1953, please contact Robert Stankowski, 1025 Pittstin Ave., Scranton, Pa.

• *Officers Separation Center, Los Angeles* — A reunion is planned for 2

May 1953 for personnel formerly attached to the Officers Separation Center, Los Angeles, Calif. Those interested may contact LT Richard Curtis, Office of Naval Officer Procurement, Los Angeles, Calif.

• *uss Bronx* (APA 236) — Officers and men who served in this ship between 1945 and 1949 interested in a reunion, at a time and place to be decided write to Paul Whitten, 27 Main St., Potsdam, N. Y.

• *uss LST 243* — Officers and men of this ship interested in a reunion during 1953, at a time and place to be decided by mutual consent, may write to Sid Sack, 32 Cleveland Ave., Hartford, Conn.

• *Naval Radio Station, Poyners Hill, N.C.* — Former personnel of this station interested in attending a spring reunion in Washington, D. C., please contact Robert Dussinger, 643 Tioga Ave., Kingston, Pa.

• *uss Hope* (AH 7) — All former members of this ship interested in a reunion to be held in the near future, with time and place still to be decided, please contact Raymond A. Mattson, 116-5 South Cowen St., Garrett, Ind.

• *PT Officers* — Former PT officers are laying initial plans for their Annual Spring, Peter Tare Inc., Reunion. The reunion will be held during the third week-end in April 1953. Members interested may write Box 1682, Grand Central Station, New York, N.Y.

• *uss Wasp* (CVA 18) — It is proposed to have a reunion of the men who served aboard this ship during 1944 and 1945, at a time and place to be decided by mutual consent. Those interested please contact Michael Martin, R.D. No. 1, Box 59, Belle Vernon, Pa.

...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



# Jacks of All Jobs and Masters of Many

As you look over the silhouettes on the following pages, chances are you'll spot your own ship among them. You know from first-hand experience and from many a compartment "breeze shoot" what jobs your ship has to perform and how she does them.

But how about the thousands of other Navy ships and vessels? How much do you know about them? Why does the Navy have so many different types anyway? This section should help you find the answers.

In the first place, the Navy has so many types because it has so many different kinds of missions to carry out. Each ship, vessel or craft is "tailored" to fit specific jobs, usually several specific jobs per ship.

And every unit of the Navy afloat falls into one of three broad categories: Combatant, Auxiliary Vessel or Service Craft. Combatant ships, the heart of the Navy, can be sub-divided into warships, amphibious warfare vessels, mine warfare vessels, and patrol vessels.

Leading the combatant ships are aircraft carriers — the Navy's first line of attack. Aircraft carriers are unique among fighting ships in that their principal armament consists of airplanes rather than guns. Carrier aircraft do four main jobs: they act as scouts in locating the enemy; they attack enemy surface, land and air forces; they help protect our own forces against enemy air attack; and they spot and sink enemy subs in ASW operations.

## Navys First Line of Attack

The largest of the carriers are the "Big Three" — the CVAs *Midway*, *Coral Sea* and *Franklin D. Roosevelt*. The designation "CVA" indicates "attack carrier." Until recently, the above three were CVBs (large aircraft carriers); about 20 smaller carriers, now also designated "CVA," were then "CVs."

Next largest in size, and largest in number of those in active service, are the 27,000-ton CVAs of the *Essex* class. Other types are small aircraft carrier (CVL) and escort aircraft carrier (CVE).

The big CVAs go in at 45,000 tons and are 986 feet in over-all length. Two more — *Forrestal* (CVA 59) and *Saratoga* (CVA 60) — are now being built. When completed they will displace 60,000 tons and be 1040 feet in over-all length and 252 feet in extreme beam.

Naval shipyards have recently been busy with conversions of some of the *Essex* class CVAs. Modernized *Essex*'s have larger elevators, added aircraft stowage space, more powerful catapults and strengthened flight decks. Stronger flight decks enable these ships to better handle the latest jet fighters and hefty attack planes.

CVLs — small aircraft carriers — go up to 14,500 tons and 684 feet. They are designed for full-scale combat operations but a few are also used for training and experimental work. CVEs — escort aircraft carriers — came into service as a World War II expedient. Hulls of merchant ships then under construction were used for the first of this type. The "escort" in its designation comes from one of its missions, that of escorting merchant convoys. With their good cruising range and maneuverability, CVEs have a big role in ASW operations.

## Original Ship of the Line

Next in line is the battleship, modern history's original "ship of the line." For heavy firepower, thick hide and all-round ruggedness you can't top a BB. The four larg-

est — those of the 45,000 ton *Iowa* class — are now in active service. Eleven others are in the Reserve Fleet, six of them being *North Carolinas*, built in 1937-42.

Five of the 11 are older "1915-16" types and carry eight 16-inch rifles. All the others carry nine 16-inchers. New or old, the Navy's BBs are well built for their two main jobs: engaging and sinking any type of enemy ship by long-range gunfire and delivering heavy, continuous bombardment against enemy shore installations.

Cruisers are hard hitting, fast and long cruising. They are especially valuable for distant combatant patrols. Their accurate batteries, like those of BBs, provide excellent sea-borne artillery support for landing operations. Also, they are top rate aircraft carrier AA-screen ships.

## Protective Screen

Other missions of cruisers include acting as units of a protective screen against enemy surface attacks, performing as surface-to-surface gun fighters, flagships of detached fleet units and leaders of destroyer attacks.

Cruisers are listed under five types. Largest, and the only member of its type, is the 27,000-ton *USS Guam* (CB 2). Officially *large cruiser Guam*, she mounts nine 12-inch rifles in three turrets.

Other cruisers fall into one of two general classes: "heavies" and "lights." Three of the active service, eight-inch-gun heavy cruisers (CAs) are listed at 17,000 tons while the other 12 active service heavies go at 14,000 tons. Two of the active service six-inch lights (CLs) go at 14,700 tons, the other two at 10,000 and 6000 tons.

Another heavy type is the CAG or guided missile heavy cruiser. Two are being converted from CAs: *Boston* and *Canberra*. When completed, the main armament of these ships will consist of guided missile launchers.

Under the lights are light cruiser (CL) and anti-aircraft light cruiser. Three CLs, *Worcester*, *Roanoke* and *Manchester*, are in active service but a large number are in reserve. The lone CLAA in active service is *USS Juneau*, a speedy, rakish 6000-tonner.

## Tactical Command Ship

Most recent warship type is the "tactical command ship." Currently there are two of them. Ex-battle cruiser *USS Alaska*, a large tactical command ship (CBC), greatly resembles *USS Guam*. *USS Northampton*, a tactical command ship (CLC), is equal in size to the 17,000-ton *Des Moines* class heavy. Her main armament consists of anti-aircraft batteries rather than eight-inch guns.

Tactical command ships, both of the large and standard size, have plentiful living accommodations for flag officers and large staffs who use them as floating command headquarters. In addition, extensive communication equipment keeps naval units informed.

## Cruisers and Destroyers

Following cruisers in size among the warships are the destroyers. Most numerous of Navy ships, the "tin cans" number in the hundreds. The basic destroyer, the DD, has missions of several kinds assigned it. To list a few: it serves as an anti-aircraft defense ship, anti-submarine ship, shore bombardment ship, plane guard ship and surface-to-surface fighter. In a surface battle, a destroyer makes good use of its five-inch guns and its torpedoes.

Two variations on the DD design are the radar picket

destroyer (DDR) and the escort destroyer (DDE). DDRs came in during World War II when DDs were stationed far from the main body of task forces to give early warning of in-coming air strikes. DDRs have a radar-carrying tripod mast where torpedo tubes are usually located.

The DDE, instead of concentrating its attention on or above the surface, focuses its interest beneath the sea. Escort destroyers carry extensive submarine detection and destruction equipment. They can do most of the regular DD's jobs, except those calling for torpedo launching. There are no torpedo tubes on the DDE.

A post-World War II development in destroyers is the destroyer leader (DL). Currently four of the Navy's DLs are of the 3650-ton *Mitscher* class. A fifth, *uss Norfolk*, originally designed as a cruiser, displaces 5500 tons. DLs are long-range, high-speed ships which "take the lead" in anti-submarine operations.

Recently contracts were let for a new class of general purpose DDs. As yet unnamed, they will be smaller than the DLs, but larger than the tin can work horses of the *Allen M. Sumner-Gearing* classes. They will not be radical in design but will embody certain improvements in armament.

Perhaps the basic combat formation in naval warfare today is the "fast carrier task force." Such a task force makes use of many of the ships so far mentioned. In such a striking force, the aircraft carriers form the protected center of the group. Surrounding them in the first circle are the battleships; in the second circle, the cruisers; in the outermost circle, the destroyers.

Battlewagons and cruisers form a heavy antiaircraft screen. They also stand ready with their main batteries in the event of enemy surface attack. The out-riding DDs supply added AA fire, act as an anti-sub screen.

#### Undersea Navy

The Navy's submarines, like cruisers, destroyers and carriers, have lent themselves to variations in recent years. Thus we now have the guided missile submarine (SSG), anti-submarine submarine (SSK), radar picket submarine (SSR), target and training submarine (SST) and nuclear powered submarine (SSN). But the mainstay, and most numerous, of the submarine types is the SS, the standard "underwater ship of the line." Submariners term these "attack subs" and divide them into two classes: "fleet type" and "guppy-type."

Most of today's active-service fleet subs are of the *Gato-Balao* classes and displace about 1525 tons and measure about 310 feet. Latest of the SS types is the "fast attack" *Tang* class. These are snorkel-equipped boats which use diesel engines of a new type and feature increased surface and underwater speed in a stout (1600-ton, 262 feet) hull. Built after the *Gato-Balaos* and before the *Tangs* were 15 1570-ton boats of the *Tench* (SS 417) class.

The "guppy" type has a streamlined hull, larger engine and batteries and a snorkel. "Guppy," incidentally, means "greater underwater propulsive power." Many of today's guppies were converted from former fleet type submarines.

The SSRs and the SSGs are also conversions from fleet types. Also shown in silhouette is the still-building *uss Nautilus* (SSN 571), which will be the Navy's first nuclear-powered vessel.

Another major submarine type is the anti-submarine

submarine (SSK). Seven of these "killer subs" also have been converted from fleet types. Three others, K-1, K-2 and K-3, were built from the bottom up as killers and are smaller (765 tons, 195 feet in length). SSKs are designed to search out enemy subs with their extensive detection gear and destroy them with torpedoes.

#### Amphibious Warfare Vessels

"To be prepared for the conduct of major landing operations in any portion of the globe," the Navy has its amphibious warfare vessels.

Landing troops and equipment on a hostile shore calls for many different types of vessels, each having the special characteristics called for by its assigned mission. Many designs evolved from lessons of World War II, a war that employed amphibious operations to an unprecedented degree.

Differing in size as well as design, these vessels include everything from 9375-ton dock landing ships (LSDs) to trim little control submarine chasers (PCCs) of 280 tons. Leaders of the amphibious warfare vessels are the "four A's". The AGC (amphibious force flagship) or "headquarters ship" carries the communications gear necessary for large-scale, combined operations. AKAs (attack cargo ships) and APAs (attack transports) are armed and designed both for defending and carrying. Last is the APD (high speed transport), a converted escort vessel designed for hit-and-run landing operations.

Three of the 20 amphib types have the primary job of charging shoreward and discharging troops and equipment on dry land. Infantry landing ship (large) (LSIL), medium landing ship (LSM) and tank landing ship (LST) are their names. A fourth landing ship is the LSV (vehicle landing ship) whose ramp is at the stern. The dock landing ship (LSD) remains offshore, discharging its bevy of landing craft from its drydock-like well.

Serving as traffic cops are three types of amphibs which control offshore small craft movements and operations. All are converted from other vessels. By size they are: control escort vessel (DEC) — an ex-escort vessel; control escort (180') or (PCEC) — an ex-escort; control sub chaser (173') or (PCC) — an ex-sub chaser.

Two submarine types also come under the listing of amphibs: cargo submarine (ASSA) and transport submarine (ASSP). The latter carries reconnaissance troops and UDT teams.

Three types are "mighty mites" whose job it is to get in close to the beach and send destructive firepower shoreward. These are: inshore fire support ship (IFS), flotilla flagship landing ship (LSFF) and medium landing ship, rocket (LSMR).

#### Mine Warfare Vessels

Mine warfare vessels are the third major classification of combatant ships. These vessels may be listed as layers and sweepers. Layers include the CM (mine layer), auxiliary mine layer (ACM) and light mine layer (DM). The last-named are converted 2250-ton destroyers designed to move in fast, dump their lethal load and scurry. CMs include *uss Terror*, a 454-foot, 5875-tonner and a few others converted from coastal mine layers (CMCs). The Navy's ACMs were taken over from the Army, which called them "motor mine planters."

Largest and fastest of the sweepers is the high speed mine sweeper (DMS), a conversion from the 1650-ton

(Continued on page 36)



# TYPES OF SHIPS IT TAKE

## COMBATANT

Silhouettes shown are near approximations only and details are not accurate in all cases.

### AIRCRAFT CARRIERS



CVA Attack Aircraft Carrier

### BATTLESHIPS



BB Battleship

### CRUISERS



CA Heavy Cruiser

### CRUISERS



CL Light Cruiser

### COMMAND SHIPS



CBC Large Tactical Command Ship

### DESTROYERS



DD Destroyer



DDE Escort Destroyer

### SUBMARINES



SS Submarine



SSG Guided Missile Submarine



SSK Anti-Submarine Submarine

## AMPHIBIOUS



AGC Amphibious Force Flagship



AKA Attack Cargo Ship



APA Attack Transport



LSFF Flotilla Flagship Landing Ship



LSIL Infantry Landing Ship (Large)



LSSL Support Landing Ship (Large) Mk. III



LSD Dock Landing Ship



PCC Control Submarine Chaser



PCEC Control Escort

## MINE WAR



ACM Auxiliary Mine Layer



AM Mine Sweeper



AMC Coastal Mine Sweeper



AMCU Mine Hunter



AMS Motor Mine Sweeper

## PATROL



DE Escort Vessel



DER Radar Picket Escort Vessel



PC Submarine Chaser



PCE Escort



PCER Rescue Escort

# TO RUN A MODERN NAVY

Security reasons, no attempt has been made to establish an accurate relative scale of ship sizes.

‡ Accurate silhouette not shown

\* In construction

## SHIPS



Aircraft Carrier



CVL Small Aircraft Carrier



CAG Guided Missile Heavy Cruiser



CB Large Cruiser



Light Cruiser



CLG Guided Missile Light Cruiser



CLC Tactical Command Ship



DDR Radar Picket Destroyer



DL Destroyer Leader



SN Nuclear Power Submarine



SSR Radar Picket Submarine

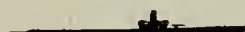


SST Target and Training Submarine

## FARE VESSELS



Speed Transport



ASSA Cargo Submarine



ASSP Transport Submarine



DEC Central Escort Vessel



IFS Inshore Fire Support Ship



LSM Medium Landing Ship



LSMR Medium Landing Ship (Rocket)



LST Tank Landing Ship



LSV Vehicle Landing Ship



136'

SC Control Submarine Chaser



110'

SCC Control Submarine Chaser

## VESSLS



CM Mine Layer



CMC Coastal Mine Layer



DM Light Mine Layer



DMS High Speed Mine Sweeper

## ESSELS



136'

Submarine Chaser



PF Frigate



PGM Matar Gunboat



PR River Gunboat



PY Yacht



110'

SC Submarine Chaser

(continued)



# TYPES OF SHIPS IT TAK

Silhouettes shown are near approximations only and details are not accurate in all cases

## AUXILIARY VESSELS



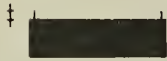
AD Destroyer Tender



ADG Degaussing Vessel



AE Ammunition Ship



AFDL Small Auxiliary Floating Dry Dock



AFDM Medium Auxiliary Floating Dry Dock



AG Miscellaneous



AG(SS) Auxiliary Submarine



AH Hospital Ship



AK Cargo Ship



AKV Cargo Ship and Aircraft Ferry



AN Net Laying Ship



AO Oiler



AOG Gasoline Tanker



APC Small Coastal Transport



AR Repair Ship



ARB Battle Damage Repair Ship



ARH Heavy-hull Repair Ship



ARL Landing Craft Repair Ship



ARS Salvage Vessel



ARSD Salvage Lifting V



AS Submarine Tender



ASR Submarine Rescue Vessel



ATA Auxiliary Ocean Tug



ATF Fleet Ocean Tug

















AVP Small Seaplane Tender

















AVS Aviation Supply Ship

## SERVICE CRAFT

Silhouettes not shown

-  AB Crane Ship
-  APL Barracks Ship (non-self-propelled)
-  AVC Large Catapult Lighter
-  LCU Utility Landing Craft
-  MSB Mine Sweeping Boat
-  PT Motor Torpedo Boat
-  PYC Coastal Yacht
-  X Submersible Craft
-  XMAP Sweeper Device
-  YAG Miscellaneous Auxiliary
-  YC Open Lighter
-  YCF Car Float
-  YCK Open Cargo Lighter
-  YCV Aircraft Transportation Lighter

-  YD Floating Derrick
-  YDT Diving Tender
-  YF Covered Lighter (self-propelled)
-  YFB Ferryboat or Launch
-  YFD Floating Dry Dock
-  YFN Covered Lighter (non-self-propelled)
-  YFNB Large Covered Lighter
-  YFND Covered Lighter (for use with dry docks)
-  YFNG Covered Lighter (special purpose)
-  YFNX Lighter (special purpose)
-  YFP Floating Power Barge
-  YFR Refrigerated Covered Lighter (self-propelled)
-  YFRN Refrigerated Covered Lighter (non-self-propelled)
-  YFT Torpedo Transportation Lighter





(Continued from page 31)

destroyer. With more than 50 in service, the 136-foot motor mine sweeper (AMS) is the most numerous of active duty mine vessels. The 185 and 221-foot mine sweepers (AMs) follow AMSs in numbers.

The latest type of mine warfare vessel is the mine hunter (AMCU). These were not built as AMCUs, but were converted from AMSs and infantry landing ships.

## Patrol Vessels

Patrol vessels form the final category of combatant ship. In general, patrol vessels do not operate as much on the high seas as they do near harbor entrance areas and in restricted waters where enemy submarines are likely to concentrate.

Leading ship of the patrol vessels is the *escort vessel* (DE). Formerly "destroyer escort," these ships were once listed with destroyer types and even now operate with the Atlantic and Pacific fleet destroyer forces. DEs are listed at around 1400 tons (standard) and at 306 feet. Typical of patrol vessels, they were originally built to take some of the ASW burden off DDs during World War II. Many DEs, equipped with extra radar, are radar picket destroyer escorts (DERs).

The first three ships of a new class of DE are now under construction. Starting with DE 1006 (class unnamed as yet), they are designed specifically for fast convoy work and will be fashioned in such a manner that in the event of a rapid speed-up in production, similar DEs could be constructed rapidly.

"Submarine chaser," a name long connected with patrol craft, is now carried by the steel-hulled submarine chaser (173'), the PC and the wooden-hulled submarine chaser (136'), the PCS. Somewhat larger than the chasers are the escort (180'), the PCE, and the rescue escort (180'), the PCER.

A few PCEs serve as ocean weather ships. The PCER, a conversion, has the special mission of moving into shallow waters and rescuing downed airmen (the "R" here means rescue). Another PC conversion is the PGM (motor gunboat), a vessel concentrating on close-in fire support rather than sub-hunting.

The final active-service type among patrol vessels is the frigate (PF). Several of these 1100-ton, 304-foot vessels are in the service of friendly nations.

This brings us to the second major category of naval vessels — the auxiliaries. Auxiliaries, for the most part, have the job of support.

## Fifty Types of Auxiliaries

There are 50 types of auxiliary vessels, an indication of their variety of tasks. Generally speaking, auxiliaries may be broken down into four convenient classifications: "tender-repair ships," "replenishers," "servicers" and "lone operators."

In size, auxiliaries range from the 38,500-ton, 927-foot large auxiliary floating dry dock (AFDB) to the 560-ton, 163-foot net laying ship (AN). There are also two "catch all" classifications: "miscellaneous (AG)" and "unclassified miscellaneous (IX)." AGs include special designs in ex-DDs, ex-LSTs and even an ex-BB, *USS Mississippi*. IXs are even more varied. Here you have the frigates *Constitution* and *Constellation*, an ex-ocean going tug and several sailing craft such as those used at the Naval Academy.

Among the tenders you have the destroyer tender (AD), submarine tender (AS), seaplane tender (AV),

small seaplane tender (AVP) and salvage craft tender (ARST). Repair ships include the repair ship (AR), battle damage repair ship (ARB), internal combustion engine repair ship (ARG), heavy hull repair ship (ARH), landing craft repair ship (ARL) and aircraft repair ship (ARV).

Two variations of the ARV are the ARVA and ARVE. The first is an aircraft repair ship (aircraft); the latter, an aircraft repair ship (engine).

"Replenishers" carry personnel, fuel, stores and material of all sorts. Those carrying personnel are the transport (AP), the small coastal transport (APC) and — to a certain degree — the self-propelled barracks ship (ARB).

Other "replenishers" are the ammunition ship (AE), store ship (AF), auxiliary submarine (AGSS), cargo ship (AK), light cargo ship (AKL), net cargo ship (AKN), general stores issue ship (AKS), cargo ship and aircraft ferry (AKV), oiler (AO), gasoline tanker (AOG), replenishment fleet tanker (AOR), aviation supply ship (AVS) and distilling ship (AW). The "W" here means water.

As with the other auxiliaries, the "servicers" missions are implied in their names. They start with floating dry dock (ARB) and include three variations of floating dry dock: large auxiliary (AFDB), medium auxiliary (AFDM) and small auxiliary (AFDL). Included are the tugs: auxiliary ocean tug (ATA), fleet ocean tug (ATF) and rescue ocean tug (ATR). Finally there is the salvage vessel (ARS) and salvage lifting vessel (ARSD).

The "lone operators" are made up of ships like the ice breaker (AGB), surveying ship (AGS), coastal surveying ship (AGSC), net laying ship (AN) and cable laying repairing or laying ship (ARC). Unique among auxiliaries is the un-armed hospital ship (AH) which flies the Red Cross flag.

## Service Craft

The third major category of naval vessels is service craft. Here are the yard, harbor and district craft, the indispensable odd-job vessels. Without these, the Navy's combatant and auxiliary vessels would soon be immobilized. Also listed among service craft are a few small-ship types such as mine sweeping boats (MSBs), motor torpedo boats (PTs) and motor mine planters (YMPs) — vessels which do not logically fit into any other classification.

Almost all service craft carry "Y" (for yard) in their designation. Nearly 50 types of craft are in this category, including 12 kinds of barges (i.e., fuel, water, electric power), 16 kinds of lighters (i.e., cargo, garbage, special purpose) and three types of harbor tug (big, medium and little). Rounding out the list are such divergent types as ferry boats, house boats, gate vessels and dredges.

In general, combatant ships and auxiliary vessels are commissioned units under the responsibility of commanding officers. Service craft are usually "in service" vessels that fly no commission pennant and are under the "command" of an officer-in-charge who may be a commissioned officer, warrant officer or petty officer.

As you have seen on these pages, the Navy has many different kinds of ships moving around on the sea. Each of them — yours included — has an important job to do. Taken together, these ships give your Navy the greatest seaborne striking force in the world today.



# TODAY'S NAVY

## New EDD Tests Theories

When the Navy's newest combatant ship—uss *Timmerman* (EDD 828)—went into commission its crew found itself serving in an exceptional ship. She is unique in the following ways, to mention a few:

- Designated "EDD" (experimental destroyer), she is the first of her kind to be built and to go into commission as such. (She joins ex-DDs *Witek* and *Sarsfield*, now both EDDs.)

- Key men of her engineering department were specially selected.

- Her steam and electrical machinery are unlike those of any other ship.

*Timmerman's* steam plant utilizes increased steam pressures and higher steam temperatures, meaning greater power in a smaller package. The voltage and frequency of her electrical plant are much higher than those of existing destroyer systems.

Needless to say, *Timmerman's* horsepower is considerably greater than that of other destroyers of the same general type. Also, the rotation speed of her many machinery components is greater. A final feature of her power plant is the extensive use of lightweight materials in place of heavier weight conventional materials. Because of this, her power plant tops all other DDs on a horsepower for tonnage basis.

The use of these lightweight materials is not merely to reduce her weight. In high-speed naval vessel design, weight reduction is a major problem. The less a ship's weight the greater its speed, all other things being equal. Other considerations are, weight and space saved in a power plant can mean more armor and ordnance, higher speed or greater fuel capacity. The last factor can mean increased cruising range.

For many years, U.S. Navy vessels have demonstrated ability to cruise and fight at great distances from their bases. To extend this advantage even further is the objective behind the construction of the new ship.

Actually, *Timmerman* was constructed not primarily for fleet operations but for stepping up the speed of ships. Incidentally, the ship is air



USS *TIMMERMAN* (EDD 828), at commissioning ceremonies held at Boston Naval Shipyard. The destroyer serves as an experimental vessel for Navy.

conditioned in her living and messing spaces. This makes her also the first DD to be air conditioned to this extent.

A quick glance at *Timmerman* reveals the outline of a standard DD of the *Gearing* (long-hulled, 2250-ton) class. A closer look, however, shows that she mounts no torpedo tubes, that her two forward five-inch mounts are set back somewhat from the normal position and that her bow is built higher above the water, giving her increased sheer forward.

The high bow gives the ship better sea-keeping qualities. Her main features, of course, are below decks.

The Navy does not anticipate that the design advances made in connection with the "Throbbin' T" will prove totally acceptable for all destroyers. *Timmerman* is not meant to be a "pro-

TOTYPE." Exact "look-alike" sister ships will never be built. Her value to the Navy will lie in lessons to be learned from weight-reducing, speed-increasing trials to be conducted aboard. More than 50 different experiments are already scheduled.

The new-type ship needed men with more than ordinary ability in the engineering science. As a result, steps were taken to insure that the key petty officers of her engineering department would be top-drawer men. In preparation to handle the new equipment some of them reported to the Navy's Boiler and Turbine Laboratory at Philadelphia, Pa. Here, before going aboard their new ship at Boston, Mass., they studied the advanced equipment they would soon be operating.—W. J. Miller, QMC, USN.

## YESTERDAY'S NAVY



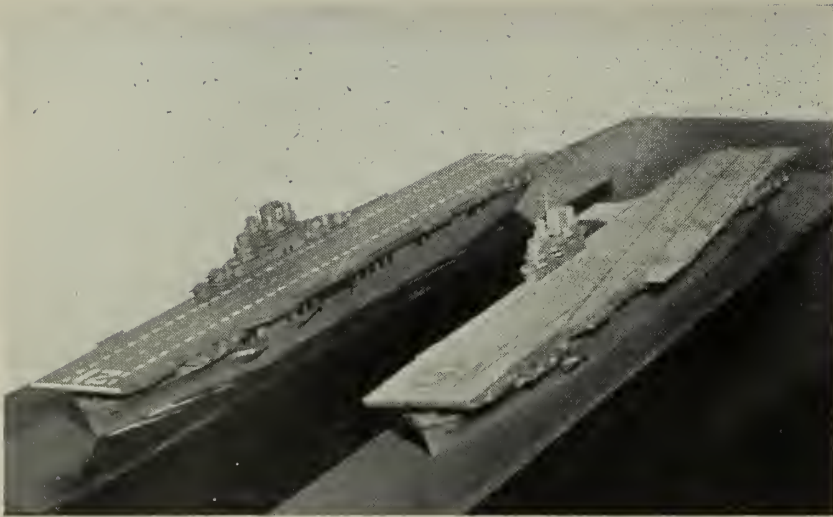
An Act of Congress established the Navy Department, 30 Apr 1798. U.S. naval forces were first mobilized for World War I duty,

1 Apr 1917. Detachment of DDs sailed from Boston for overseas service, 24 Apr.

## APRIL 1953

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		





'BEFORE AND AFTER'—Model of USS *Hancock* (CVA 19) (right), with angled flight deck, is shown alongside Essex-class carrier, USS *Boxer* (CVA 21).

## New Angle in Flight Decks

Shipyard workers engaged in the flight deck conversion of *uss Antietam* (CVA 36) can throw away their T-squares. A flight deck that angles some eight to 10 degrees to port from the normal fore-and-aft line will be a feature in the conversion of this *Essex* class carrier at the New York Naval Shipyard.

The plan is to extend the edge of the carrier's deck on the starboard side at the stern and on the port side near the bow. This angled landing area will have the same length as the conventional fore-and-aft landing area. The arresting gear will be oriented at right angles to the center line of the angled deck, rather than along the center line of the fore and aft deck.

Safety is the chief reason for this unique design. As jet planes increase in size, the ship's island superstructure on the starboard side presents an increasing hazard. Planes landing on the angled deck will clear the island by a greater margin.

In the past, landing aircraft have occasionally failed of normal arrestment by the flight deck barriers. They have bounced over or roared through the barriers, plowing into parked aircraft at the bow and causing fire and damage. Under the planned arrangement, with no aircraft parked forward on his "landing strip," the pilot who overshoots his mark will not have to worry about crashing into planes.

Under current landing procedures the landing signal officer has full authority to tell the pilot to cut his en-

gine and land. After the "cut" the pilot is committed to land on the deck and must not attempt a take off thereafter. Consequently, if the plane misses the wires, its weight carries it into the barriers. With the new deck, the pilot can make a "power on" landing under the LSO's direction. Should his airplane fail to engage a wire, the pilot simply takes off again for a second try.

If the plane's hook should be inoperative due to combat or mechanical reasons, a barricade will be erected which will wrap around the airplane's wings and bring it to a stop.

The angled deck concept, in addition to giving a greater margin of safety, will provide greater deck space for landing aircraft and will facilitate flight-deck handling of aircraft.

If the modification to *Antietam* proves a success, a future change may be the switching of the elevator to the starboard from the port side. The angled deck may also be incorporated in the design of the *uss Forrestal* (CVA 59).

Rear Admiral T. S. Combs, usn, Chief of the Bureau of Aeronautics, has estimated that installing the angled deck on *Antietam* will cost about \$1,000,000. The angled deck accounts for a savings over the standard *Essex* conversions since fewer arresting wires with their expensive engines are needed.

British naval aviation authorities are credited with originating the angled-deck concept. Royal Navy carrier pilots made "touch-and-go" land-

ings guided by lines painted on the bias on the deck.

Later, similar experiments were carried out on board *uss Midway* (CVA 41). When *Antietam's* conversion is completed early this year, British pilots will be given a chance to take a crack at her.

## Comfort and Speed

Crewmen of the aircraft carrier *uss Philippine Sea* (CVA 47) are proud of their ship's recreation room — one of the finest and most home-like afloat.

The modern recreation room is approximately 60 by 36 feet. The deck is a two-tone green-and-black tile and the bulkheads are painted green.

The durable leatherette furniture is designed for comfort, and the room boasts of numerous writing tables, a piano, radio and television set.

*Philippine Sea* has something else to brag about — the ship holds the Pacific crossing record, recently breaking the mark set by *uss Boxer* (CVA 21) by five and one half hours.

*Philippine Sea* made the run from Yokosuka, Japan, to San Francisco in seven days and 13 hours — an average of 25.2 knots per hour.—James W. Braby, JOSN, usn.

## Hamburger-Hungry 'Copter

Navy helicopters have a reputation for turning up in the strangest places but when one lands at a drive-in restaurant there has to be an explanation.

In the case of Navy Chief Warren J. Henderson, it was a cold front and poor visibility. These adverse conditions forced him to land his whirly-bird at a hamburger stand near Birmingham, Ala.

Henderson was ferrying a helicopter from Norfolk, Va., to Memphis, Tenn., when the bad weather loomed in front of him. He picked the first spot with room enough to land his aircraft — the aforementioned drive-in!

The drive-in manager, who had been gazing at the road but hadn't seen any car drive up, was surprised when Henderson walked in.

A little skeptical at first about his sudden visitor, the manager was finally convinced that everything was all right, when he looked out of the window and saw the helicopter.

## Expedition Shellback

A cruise conducted by a California university under the sponsorship of the U. S. Navy has turned up valuable information concerning a relatively unknown region of the Pacific.

The expedition, sponsored by the Office of Naval Research and the Bureau of Ships, was called "Expedition Shellback". It enabled a research vessel of the Scripps Institution of Oceanography of the University of California to cruise 14,000 miles in the Pacific south of San Diego and west of Peru. Ports of call were made in Mexico, Costa Rica, Ecuador, Peru and the Galapagos Islands.

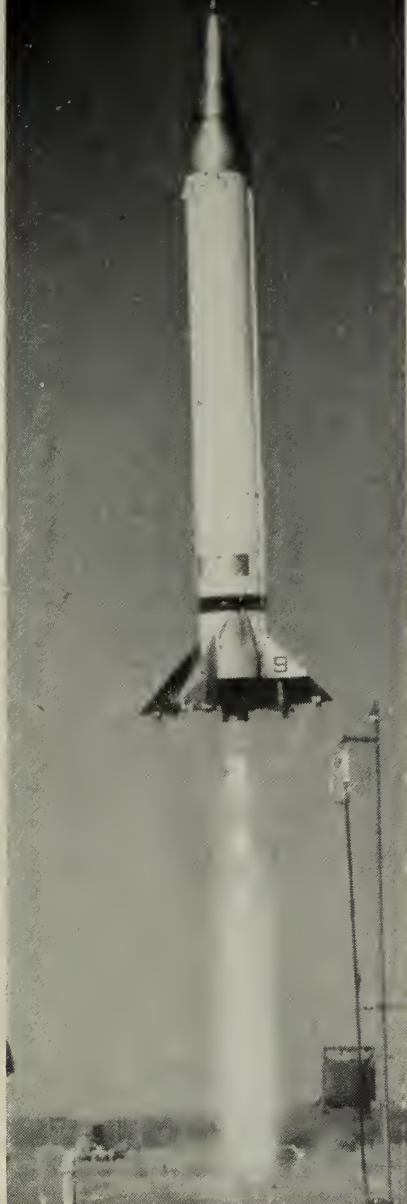
Measuring the equatorial currents was the chief objective of the explorers. The region covered by the expedition is the starting point for both the Northern and Southern Equatorial Currents and the terminal region of the eastward journey of the 4000-mile-long Equatorial Counter Current. To record the variations of these currents, a modern electronic instrument was used to measure the electrical voltage that develops in moving ocean water.

Several other studies were also made. For example, hundreds of observations of temperature, salinity and oxygen content of the ocean were made and numerous samples were taken of the animal and plant life from the surface down to depths of 1600 fathoms.

In addition continuous bottom soundings were recorded during the expedition which turned up several striking features of the ocean floor—the most outstanding one being the discovery of a new seamount (mountain under the sea) rising over 2000 fathoms from the ocean floor to within 268 fathoms of the surface.

The explorers used a specially designed deep-water trawl to capture small lantern fish, hatchet fish and eel larvae in water of low oxygen content, thereby demonstrating that life can and does exist in waters where little oxygen is available. Further research is under way to explain the ability of these fish to exist under such adverse conditions.

Now that the expedition has returned with its data books crammed with new information, the Scripps Oceanographers are busy piecing together a clearer picture of the biology, the current structure, the chemical nature and the geological formations in the Equatorial Pacific.



**SWOOSH!** Navy's *Viking* high-altitude research rocket takes off. At one point, it reached 3900 mph.

## Viking Equals Early Record

The altitude record for single-stage rockets was equalled recently when the Naval Research Laboratory's big *Viking* 9 rocket soared to a height of 135 miles above the White Sands Proving Grounds at Las Cruces, N. M.

At the point of its trajectory when its fuel supply of liquid oxygen and ethyl alcohol was exhausted, the 7½-ton, 42-foot-long upper atmosphere missile was travelling at a speed of 3900 mph, observers reported.

The *Viking* 7 established the altitude record for single-stage rockets when it was fired at White Sands in 1951. The Army's *Wac Corporal*, which has soared to a height of 250

miles, was not a single-stage missile, but rather the second stage of a two-stage rocket which took off from a German V-2.

The *Viking* 9 carried upper-air research instruments designed to measure sunlight in various X-ray and ultraviolet regions. Specially prepared photographic emulsions were located in the nose of the rocket to detect cosmic radiation.

In order to recover these sensitive instruments and plates, the nose section of the *Viking* 9 was blown off by explosives detonated by radio signals from the ground.

Most of the scientific information obtained from the firing, however, was sent back during the flight to a ground radio station by means of a radio telemetering system.

By means of this system, in which 30 channels are utilized to send radio signals continuously and automatically to the ground, it is possible to receive information from recording instruments on "flight characteristics," "rocket motor performance," "missile aspect" and "conditions in the upper atmosphere."

## Wives Learn Pilots' Shop Talk

Does your "shop talk" confuse your wife? Do you use a lot of terms that sound like gobbledygook to her? If so, tell her about the wives of Marine jet pilots at Cherry Point, N. C.

The ladies were confused by such terms as "mock," "Banjo" and "pickle it off." Realizing that the *Banshee* travels at near the speed of sound, and hearing their husbands talk in unfamiliar and often awesome-sounding terms, the wives frequently spent anxious hours worrying about their pilot-husbands when their assigned missions kept them in the air longer than originally scheduled.

A tour of inspection of VMJ-2 served to indoctrinate the women in the pilots' dialect. They began at the "molehole" (darkroom) and ended with the "Banjo" (F2H photo-jet). Along the way they learned that "mock" signifies the speed of sound and "pickle it off" means snapping individual pictures from the planes.

Actually the plane and equipment contain so many safety features that flying it is safer, according to statistics, than driving the family automobile. The wives now understand this, as well as the meaning of most of the "trade terms" used in every-day discussion.





'ROTARY WING ANGELS'—the Navy's first helicopter exhibition team—takes to air for precision aerobatic maneuvers at NAS Pensacola, Fla.

### 'Rotary Wing Angels' Follow Footsteps of 'Blue Angels'

The Navy's first helicopter exhibition team, the "Rotary Wing Angels," made its debut at a recent air show at Detroit, Mich.

The new team of skilled 'copter pilots takes its place as a naval aerobatics unit beside the famed "Blue Angels," a jet team of four F9F *Panther* pilots. The Blue Angels were reorganized in late 1951.

During the International Aviation Exposition at Detroit, the Rotary Wing Angels flew intricate close formations to the tune of music broadcast from the exposition field. This team of HTL-5 helicopters, composed of Navy 'copter instructors, is now a permanent exhibition unit and will represent naval aviation at various aviation functions throughout the nation.

The Blue Angels were originally organized in 1946 at the Navy's Advanced Air Training Headquarters, NAS Jacksonville, Fla., and consisted of instructors from the training command flying F6F *Hellcats*.

The purpose of the fast flying Panther teams is to demonstrate to Naval Aviation Cadets the type of precision flying skill they should expect to attain as naval aviators. The Blue Angels are also called upon to exhibit their skill at civil air shows across the country. The job in this assignment is to acquaint the public with tactical use of naval aircraft, the maneuverability of carrier-based planes and the teamwork required of naval aviators, as well as to interest young men in naval aviation.

### CAGs Get Air Support Training

When the students can't come to the classroom, there's only one thing to do—take the classroom to the students.

That's what the Air Support School of the Naval Amphibious Training Unit, an element of the Amphibious Training Command, has done in its training of pilots in close air support operations.

A major portion of the school's training staff travels daily from the U. S. Naval Amphibious Base, Little Creek, Va., to the Oceana Naval Air Station (located about 10 miles east

of Norfolk) to make instruction available to pilots of Carrier Air Groups in the area.

As a result, the pilots are able to continue their regular flights during half the day while receiving a half day's instruction in air support. At the first session last October, classes were attended by 62 pilots from Carrier Air Group Eight and 36 pilots from Carrier Air Group Six.

Although this type of "on the job" training is not new and was utilized to a great extent during World War II, it is the first time such a project has been undertaken by the Air Sup-

port School. The program is designed to be continuous in nature.

The classes are composed of a cross section of pilots who fly jets, conventional fighters and attack-aircraft.

Each of the three classes of pilots receives the full lecture course, including two days of field problems using aircraft from their own squadrons. Special emphasis is placed on ground control of aircraft by the students who are not flying. The following day the pilots who had been flying the field problems change places with those who had been on the ground—thereby enabling all involved to appreciate both phases of successful close air support.

### Cost-Conscious Totem Pole

An Alaska-style totem pole may seem out of place in Hawaii, but there's one at Barber's Point, Oahu, that serves a good purpose. Occupying a conspicuous spot in the office of Commander Fleet Air, Hawaii, it plays a role in Fleet Air's cost-consciousness program.

From its top to its grotesque bottom it contains boxes which show the relative standings of the various attached air squadrons. To stay near the top, squadron commanders must maintain a penny-pinching conservative program.

Squadrons earn points on a 12-point scoring sheet. Points are earned for conservation ideas and activities such as suggestions and training programs, poster displays, and each case of conservation involving a saving of \$500 or more.

The program has two objectives. The first is to make the best use of available material, manpower and equipment. The second is to maintain a spirit of cost-consciousness.

Here are some of the ways the program is paying off. A yeoman first class developed a system that reduced the consumption of his squadron's office supplies by 40 per cent. The fleet photo lab reduced the number of photographic prints by 46,000 in a three-month period. A target drone unit built a recovery barge from salvaged material.

A patrol squadron commander suggested that his activity be removed from the mailing list of radio facility charts for which the squadron had no need. This last suggestion has been adopted throughout the command and is resulting in a continuing material savings.

## Lairds Do It Again

The tenth member of a Mississippi family to enlist in the Armed Services has donned the uniform of the WAVES at U. S. Naval Training Center, Bainbridge, Md.

Grace E. Laird, the "baby" of the family and latest member of the Lairds to enlist, joined the WAVES on the same day that her sister, Elizabeth, completed her basic recruit training, also at Bainbridge. Elizabeth is staying at Bainbridge to attend the Hospital Corps school so the two sisters will be together for awhile.

Parents of the two WAVES enthusiastically endorsed their enlistment which followed a family tradition. Eight out of the ten Lairds have served in the Navy. They are:

- Henry, who has been in the Navy 12 years, is a chief boatswain's mate, stationed at the Naval Operating Base in Norfolk, Va.

- Kenneth, also a 12-year Navyman, is a first class gunner's mate now at Elizabeth City, N. C.

- Herschel, a first class boatswain's mate, is at Treasure Island, San Francisco, Calif.

- John, the youngest brother, recently received his discharge from the Navy, as a second class machinist's mate.

- Brothers Hugh and Cecil Jr., both served in the Navy during World War II.

- James, another brother, enlisted in the Air Force. Now a Captain, he's stationed at the Del Rio Air Force Base, Texas.

- There are two other sisters. Ann was a private in the WAC during World War II. Linda, the eldest girl, is the only one in the family who has had no military service — but the fellow she married is a former chief machinist's mate in the Coast Guard.

## Allied CPO Club

Latest thing in enlisted men's clubs is an allied club, sponsored by the U.S. Navy, for top enlisted pay graders stationed in Naples, Italy.

Admiral Robert B. Carney, Commander-in-Chief of Allied Forces Southern Europe, joined 250 chief petty officers, master sergeants and others of equivalent rank, in celebrating the club's recent opening. "Pay grade 7-ers" from visiting Sixth Fleet units are welcome to the club when their ships pull into port.

The new club services members of the six nations attached to NATO's Allied Southern European headquarters and personnel of the U.S. commands in Naples.

Featuring dancing thrice nights weekly, the club also offers dinner, record music and bingo. More activities, including billiards and shuffleboard, are being planned.

## Retiring Chief Spent Good Part of His Naval Career on Ocean's Bottom

A Navy chief torpedoman who spent a good part of his Navy career wearing a diving uniform has retired from the service. John E. Hewitt, TMTC, USN, had his farewell parade, appropriately enough, at the station where he received his first diving training, and which was his last duty station, Newport, R. I.

Hewitt's first connection with below-surface work came in 1925, three years after he joined the Navy at New York. Completing his diving instruction at the Newport, R. I., torpedoman's school, he was assigned duty in destroyers, doing shallow-water work off the East Coast.

Four years later, at the Washington, D. C. deep sea diver's school, he qualified for both first and second class diver. The late '20s and early '30s were highlighted by deep dives in the West Pacific. While serving in *uss Pigeon* (ARS 6) and *uss Beaver* (AS 5), he made numerous dives ranging from 150 to 200 feet at Corregidor and Subic Bay, P. I., Tsingtao, China and Guam.

His closest scrape with death came after the famed New England hurricane of 1938. While on a boat-raising detail—raising sunken boats from the bottom of Narragansett Bay—he was ordered to try to locate



PORT ARMS—Retiring John E. Hewitt, TMTC, USN, leads inspection through OC ranks at Newport, R.I.

a plane-dropped torpedo known to be stuck in the mud at the bay's bottom.

Groping his way in a 50-foot circle on the bottom, Hewitt accidentally tripped the starting lever on the torpedo. Although he could hear the props spinning, he didn't know exactly where the thing was. Gingerly he picked his way clear

of the area and calmly waited for the props to run down. Had his air hose or lines become entangled in the spinning props, his diving days would probably have been ended then and there.

On 8 Dec 1941, the day following the Japanese attack on Pearl Harbor, Hewitt, now a master diver, and other area divers, began work on the sunken and damaged ships. His work in patching underwater leaks and recovering lost gear in the vicinity of the jagged, torn steel plating and other wreckage, won for him the Bronze Star Medal.

Altogether, the chief spent 38 months in the South Pacific as a diver engaged in submarine salvage. In 1945, after 23 years' service, Hewitt went into the Fleet Reserve. Ordered back to active duty in 1950 as a result of the Korean conflict, he took up duties as a company commander at the Newport NavTraSta. When the Officer Candidate School came into being, he became assistant company commander and drill master there.

To celebrate completion of 30 years of service, the OCS held a parade in his honor — the first ever held for a CPO. The old diver received salutes from 900 future officers as they passed in review before him.



## Navy Boxers Win at Pearl

Winners of the 1952 Hawaiian Inter-Service Boxing Tournament at Pearl Harbor, T.H., were the fighting bluejackets of the 14th Naval District. They not only won the team championship but also copped five individual titles.

It was the Navy's first team title since the series began in 1948, and the sailors wrapped it up in bang-up fashion—taking five of the final six fights on the 10-bout program.

Most of the Navy's six finalists came through in great style, with only lightweight Charles Cates being a victim. He lost a split decision to Army's Pat Lovell.

In team scores, the Navy tallied 28 points against 24 points for the Army and 14 points each for the Air Force and Marines. Team totals were compiled on a five-points-for-first and three-points-for-second basis.

The Army captured three individual championships and the Air Force and Marines one each.

Jeff Lee, the Navy's only defending champion, grabbed his second straight inter-service title by scoring an 18-point decision over Marine Larry Carlquist in the 156-pound class.

Heavyweight Marlin Mettler was voted the tournament's outstanding fighter after scoring a surprising knockout over Army's Imo Alo. This victory, coming in 40 seconds of the second round, assured the Navy the team title.

The Hawaiian middleweight title was taken by Cecil Seals, runner-up

in the 1952 all-Navy finals. He won a decision over Army's Wilson Hannibal.

Charles "Roughhouse" Crenshaw and Manuel Anchondo gave Navy its other two winners. Crenshaw won the light-heavyweight crown by outpointing Marine Bob Michaels, and Anchondo decisioned Marine Don Dotson for the 139-pound title.

Ed McConnell was the Marine winner, beating Ed Martin of the Air Force for the welterweight title. Martin failed to answer the bell for the third round.—Doug Duitsman, JO3, USN.

## Navy Judo Squad Scores

Navy matmen from Naval Station, Treasure Island, Calif., have served notice that they will be strong contenders for any West Coast judo crowns that may be floating around this year.

The TI Pirate squad opened their 1953 season by taking on the combined talent of the Laws Judo and the American Judo academies on the latter's mats in San Francisco. When the body tossing had ceased, the TI judoists were credited with 10 wins, seven draws and six losses.

## Sailors Sail Homemade Boat

One of the latest additions to recreational facilities at Naval Receiving Station, Pearl Harbor, is the *Matagofie*—a homemade 3½-ton sailboat constructed primarily for the use of enlisted personnel.

Built from plans drawn by Lieutenant Ross F. Hinckley, USN, the station's first lieutenant, the craft was over a year in the building. Although material costs were but \$1250 the boat is valued at close to \$12,000.

The boat is 30 feet long, has a seven-foot beam and carries a 46-foot laminated fir mast which will carry 1280 square feet of sail. From four to eight persons can be accommodated depending on the length of the cruise.

The standard star-class boat has a mahogany deck, a leather-upholstered cockpit and a 43-gallon fresh water tank tapped for running water.

A good many station personnel had a hand in the boat's construction but Lieutenant Hinckley had special praise for Dean Chamberlain, ENFN, USN, and Ropata Viena, DC3, USN. Viena, an American-Samoan, was given the privilege of naming the boat. *Matagofie*, the name he selected, means "graceful" in Samoan.

## Two Joes, Two Bows, Two Does

The sport of archery, put to a practical test in game hunting, paid off big dividends for a couple of Navymen.

Among sea-going bowmen recently reporting successful safaris are Joe Maltvy, GMC, USN, of USS *Flying Fish* (AGSS 229) and Joe Vrable, PM1, USN, of USS *Orion* (AS 18). On separate occasions, both Joes took their bows into the woodlands of Westchester County, New York, and came out with "kills." Chief Maltvy and Vrable each bagged a doe and Vrable got himself a buck to boot. The previous season, the chief got an eight-point buck in the same neighborhood.

Bagging a deer with bow and arrow is a tricky achievement. "The chance of making a hit on a deer is about one in 30," says Chief Maltvy, an archer of more than six years' experience.

Vrable brought down his first deer, a 150-pounder, with a single arrow while the doe was on the run about 165 feet away.

## Navy Boxers Win Chicago Title

For the third year in a row, Navy boxers representing Great Lakes Naval Training Center have won the open division team championship in the 22nd Annual Chicago Catholic Youth Organization Boxing Tournament. The C.Y.O. title bouts rank second only to the Golden Gloves Tournament of Champions in mid-western amateur boxing circles.

Three NTC bluejackets won indi-



ROBERT I. WARD, Msgt, USMC, wears Korean 'papasan' outfit denoting he's met quota of night air missions.



HOMEMADE SAILBOAT, *Matagofie*, weighs 3½ tons, boasts mahogany deck, leather-unholstered cockpit.

vidual titles in the open division. They were heavyweight George Beckett and middleweight Bill Tate, both of whom were defending their 1951 crowns, and Rudy Sawyer, last season's lightweight champ who, with added weight, upset favored Jimmy Vaughn, Chicago Golden Gloves champ for the 1952 C.Y.O. welterweight title.

Another NTC boxer, Jerry Ferrell of the Recruit Training Command, won the lightweight crown in the novice division.

The Great Lakes squad is coached by John Berkley, BMC, and Ray Palttridge, QM1.

In all, 32 of the finest service and civilian amateur boxers in the Chicago area competed in the C.Y.O. championships. They were the top survivors of some 400 ring hopefuls who had registered for the pre-final elimination bouts.

### PhilCom Takes V-Ball Tittle

The volleyball championship of the Philippine Command and 13th Air Force league has been salted away by sailors of Sangley Point Naval Air Station at Cavite.

The Point volleyballers decisively copped the cup by winning all 10 games of the elimination schedule with an average score of 15-4.

Members of the championship team were Amado Taya, SK1, Ramon Taimanglo, SD1; Luciano Valero, YNC (head coach); Conrado Garcia, BM1; Restituto Pugeda, YNC; Amado Velasquez, CS1, Arsenio Antonio, TN, Simplicio Azucenas, BM1; Cirilo Encarnacion, YN1; Gregorio Domasig, TN, and Mariano Navarette, TN.

### In Father's Cleat Marks

The first annual honor as top offensive football star of the Jacksonville Navy Fliers has been awarded to Harry Stuhldreher, Jr., AN, USN, 175-pound quarterback of Naval Air Station, Jacksonville.

Before entering the Navy, Stuhldreher played two years at the University of Michigan. He starred at quarterback for Great Lakes during the 1951 season.

If the name sounds vaguely familiar, especially to older gridiron fans, it should. The young Jax signal caller is the son of Harry Stuhldreher, Sr., one of Knute Rockne's famed Four Horsemen of Notre Dame and All-American quarterback in 1924.

## SIDELINE STRATEGY

When the San Diego Naval Training Center's trophy case got to the bulging point awhile ago, it was decided to take an inventory before disposing of 80-odd miscellaneous cups, bowls and plaques which had been accumulating from various sources since World War I. There were the usual awards symbolic of excellence in all manner of sports, but the "prize" was a spittoon-shaped trophy presented in 1930 by a seed company to the Center for having "the best collection of sweet peas."

\* \* \*

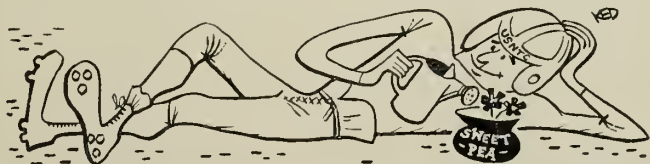
Lieutenant (junior grade) Ken Wiesner, USN, the high-leaping Dental Corps officer of NTC Great Lakes who took second place in the 1952 Olympic high jump event, now holds the world's indoor high jump record. At the Philadelphia Inquirer's Ninth Annual Indoor Track Meet in January, the former Marquette star eased his 207-pound frame over the rod at the 6-foot 9½-inch mark to break the old record of 6 feet 9¼ inches set by Ed Burke (also of Marquette) way back in 1937. Wiesner's previous best lifetime leap, a 6-foot 8¾-inch jump made in the 1946 national AAU championships, is in the record books as the world's best indoor high jump between the years 1941 and 1949. He gave up jumping in 1948, remaining idle in the sport until early 1952 when he went into training for the XV Olympiad.

In the same Philadelphia meet, another Navy trackman, Seaman Art Barnard, Reserve station keeper at NAS Los Alamitos, Calif., took third place

in the 50-yard high hurdles. It was a jet-speed event which saw the famed Olympic champion Harrison Dillard clear the barriers in six seconds flat to break his own world's indoor record of 6.1 seconds set in 1950. (Art's biggest plum to date in his track activities is the Olympic bronze medal won in the 1952 games for placing third in the finals of the 110-meter hurdle contest.)

\* \* \*

When the 1956 Olympics roll around, the U.S. may have a repeat performance in decathlon champion Bob Mathias, now a member of the Marine Officer Training Program at Stanford University. Bob recently was named "Athlete of the Year" in the 22nd Associated Press poll. Previously, his 7887 points tallied in the 1952 Olympic decathlon event had been accepted as a new world's record by the International Amateur Athletic Federation at London, official authority in these matters. The old record, by the way was also held by Mathias. In winning the national championship in 1950, Bob cracked the previous world's mark which had stood since 1936 when Glenn Morris established it in that year's Olympiad. Since Bob won the Olympic decathlon in 1948, he has never been defeated in this field event. He did not compete in the 1951 championships. That year the contest was won by Bob Richards of the Illinois A.C. but his point total was far below that accumulated by Mathias in his 1950 triumph. —E. J. Jeffrey, JOC, USN.





# THE BULLETIN BOARD

## List of Ships' Crews Eligible For Combat Pay for Required Minimum Periods in War Zone

A "master list" of ships and units qualifying for the designation of "combat unit" has been published. The members of 20 of these are eligible for combat pay.

This list covers the periods of Korean fighting from 1 June 1950 to 30 June 1952, and for October and November 1952. (A second master list, which will be promulgated 31 March 1953, will include the remainder of 155 ships or units which operated in Korea 1 June 1950 to 30 June 1952.) The period from July to September 1952 was covered in an earlier directive—OpNav Instruction 1030.1.

Service in a unit which is designated a "combat unit" for six or more days in any one month — or for six or more consecutive days in two months — means extra pay of \$45 for that unit's members. For the full details on combat pay qualification see *ALL HANDS*, October 1952, pp. 50-51.

In all, more than 240 ships and units have been designated as combat units since the Korean outbreak. Although many of the ships and units did not qualify for the full six-day periods, any crewmen who were injured and hospitalized for wounds received in action are entitled to combat pay for up to three months while hospitalized. The lists include those ships with up to 31 "combat days" as well as those with one "combat day."

Here are the ships and units listed by OpNav Notice 1030 of 22 Dec 1952 as designated combat units for six or more days. Men aboard during these periods are eligible for combat pay:

Assault Boat Crews of *Uss Cavalier* (APA 37) .....15-20 Sept 1950  
 Boat Unit One .....15-30 Sept 1950  
*Uss Brinkley Bass* (DD 887) .....17, 18, 20-23 May 1951; 20, 21, 25-28 Mar 1952  
*Uss Epperson* (DDE 719) .....4, 5, 7, 9, 10, 12 Oct 1951  
*Uss Douglas H. Fax* (DD 779) .....30 April; 1, 3, 5, 7, 12, 14, 22-24, 27 May 1952  
*Uss Hapewell* (DD 681) .....9, 13, 16, 20, 24, 25, 27, 30 Aug 1951  
*Uss Incredible* (AM 249) .....10-12, 16, 18, 21, 23, 25 Oct 1950  
*Uss Kite* (AMS 22) .....11, 12, 15-18 Oct 1950; 10, 19, 22-25 Sept 1951

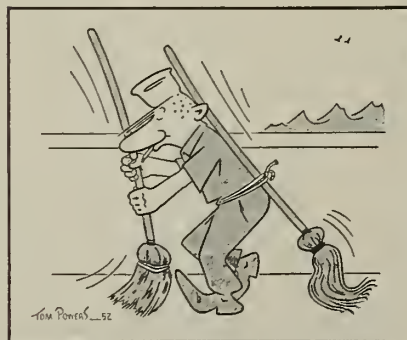


"Now don't pull too hard."

*Uss Laffey* (DD 724) .....6, 9, 12, 17, 20, 21 May 1952  
*Uss Mainstay* (AM 261) .....25-30 Apr 1951; 6, 11-14, 16, 17, 21, 22 May 1952; 11, 12, 17-20, 22 July 1951  
*Uss Mansfield* (DD 728) ComDesRon Nine and embarked staff .....12, 15, 17, 24, 28, 29 Dec 1951  
*Uss Murralet* (AM 372) .....11, 12, 16, 19, 25, 26, 29, 31 May 1952  
*Uss Ozburn* (DD 846) .....12, 15, 18, 20, 22, 25 Feb 1951  
*Uss Ptarmigan* (AM 376) .....17, 22-25, 27 Sept 1951  
*Uss Swallow* (AMS 36) .....12, 15, 16, 24-27 May; 13, 14, 17, 18, 26, 27 June 1951  
*Uss Uhlmann* (DD 687) .....11, 16, 17, 20, 27, 29 Aug 1951  
*Uss Wiltzie* (DD 716), ComDesRon Eleven and embarked staff .....20, 21, 23, 25, 26, 29 March; 1-3, 6, 9, 11 Apr 1952  
*Uss Worcester* (CL 144) .....4, 5, 11-13, 15 Oct 1950

Earlier, *Uss Perkins* (DDR 877) had qualified for the dates 2, 7, 8, 12, 22, 24 July 1952.

Since 30 June 1952, Commander Naval Forces Far East has designated all units eligible for combat unit designation. Later lists will be published from time to time.



—T. Powers, MSTs Magazine

## Instructor Duty Open to Enlisted Men at Many Schools and Naval Activities

Ever considered duty as a teacher in the Navy? BuPers has some attractive openings for qualified enlisted personnel as instructors at a wide variety of naval training activities.

Another thing, if you're on the Shore Duty Eligibility List, the path to shore duty may be shortened considerably by applying for instructor duty, especially if your rating is one for which there are relatively few shore billets.

Also you can request duty in a specific locality or school. The Bureau, obviously, cannot guarantee that there will be a billet available at the activity of your choice at the time your request is received, but every attempt will be made to assign you to an optional billet in order of your preference.

Enlisted instructors (in the ratings or pay grades noted) are detailed directly to the following activities, the locations of which are contained in the *List of Navy Schools and Courses* (NavPers 15795) or the *Catalog of Naval Shore Activities* (OpNav P213-105):

- Class "A," "B," "C" and functional service schools under the management control of BuPers and BuMed (pay grades E5, E6 and E7).

- Aviation schools of the Naval Air Technical Training Command (pay grades E5, E6 and E7).

- Recruit training commands (pay grades E5, E6 and E7).

- Naval retraining commands (pay grades E5, E6 and E7).

- Fifty-two NROTC units (only QM, GM, YN, SK and FC/FT in pay grades E6 and E7, and ET in pay grade E4).

- Naval School, Officer Candidate (only BM, QM, GM, FC, YN, DC, MR, MM, BT and HM in pay grades E6 and E7).

- Honor naval schools (only QM, GM and EN in pay grades E6 and E7).

- Merchant Marine and Maritime Academies (only BM, GM, FC and YN in pay grades E6 and E7).

To be eligible for assignment to

duty as an instructor, you should possess the following qualifications: Show an interest in training and a desire to serve as instructor; show evidence of leadership ability; have a clear record; be able to speak clearly; demonstrate ability to work with others under supervision; have ability to exercise sound judgment; be military in bearing and deportment; have a GCT of 55 (BuPers will consider waiving GCT scores under 55 of otherwise qualified candidates when waiver is recommended by your commanding officer) and be considered a good security risk by your CO.

In addition to the above qualifications, to be eligible for assignment to instructor duty personnel must meet the eligibility requirements for shore duty. (See the article on sea/shore rotation of enlisted personnel in the February 1953 issue of ALL HANDS, p. 48.) The normal tour of shore duty for all instructors is 36 months.

Detailed instructions for submitting instructor duty requests are contained in BuPers Instruction 1306.22 of 10 Dec 1952.

### Sailor Meets Brother He Never Saw Before

It's not too unusual for two brothers to run into each other overseas, especially if one of them is a Navyman, but when two brothers meet for the first time it's something rare even for Navy.

Such a meeting actually took place at Camp McGill, Japan, when Akira Kobata, PN2, usn, of Headquarters Unit One, Naval Beach Group One, was visited by his brother Kiyoshi whom he had never seen.

It seems that their parents came to the U.S. in 1910 and settled at Lido, Calif., where both were born. In 1925, at the age of seven, Kiyoshi received a scholarship in Sumo (wrestling) and left home to be educated at Waseda University in Japan. He did not return to the U.S.

Akira was born three years after his brother left for Japan. He enlisted in the Navy in February 1949 and says that his trip to Japan and meeting his brother is "one of the most unusual and happy experiences in my life."

### Reemployment Rights and Benefits of Navyman Separated from Service

If you are about to be separated from the Navy you will be interested in the following summary of reemployment rights provided for you under the Universal Military Training and Service Act and its amendments.

The Universal Military Training and Service Act (formerly called the Selective Service Act of 1948) contains provisions similar to the rights conferred by the Selective Training and Service Act of 1940 and related acts of World War II.

The current law provides that, if you desire, you may be restored to your former job, or to a job of like seniority, status and pay, if you meet the following requirements:

First, you must have completed a period of satisfactory service. Under the law, "satisfactory service" means service indicated to be "Honorable," "General" or "Under Honorable Conditions" on your discharge certificate.

Second, you must also be qualified to perform the duties of your former job (unless disability resulting from service renders you incapable of performing these duties). Under the 1951 amendments to the Universal Military Training and Service Act, the veteran who cannot perform the duties of his former position by reason of disability sustained during service in the armed forces, but who is qualified to perform the duties of another position, is to be restored to a position of like seniority, status and pay, or to the nearest similar position whose duties he can perform.

Third, you must apply to your former employer for reinstatement within 90 days from the date of your separation from active service. (If you were hospitalized for not more than one year immediately after receiving your discharge, you may apply for reemployment within 90 days after your release from the hospital).

If you left your job to enter on training duty for a short period, as in the case of many Reservists, your job rights are also guaranteed under this law. You must make application for reinstatement within 30 days after your release from training duty.

You are entitled to these reemployment rights —

- If the position you held before

entering the Navy was in the employ of a private employer or the U. S. government or the governments of its territories, possessions, political subdivisions or the District of Columbia. (Employees of states and their political subdivisions are not covered by the Federal Laws, but may be covered by state law).

- If you left the position to enter upon active military or naval service in the land or naval forces of the U. S. or Public Health Service. (Any person who enlists, has enlisted, or reenlists after 24 July 1948 will have reemployment rights if he serves for not more than four years, unless his enlistment is extended by law in which case his reemployment rights will likewise be extended). Reemployment rights will also be granted to any Reservist who after 24 June 1948 enters upon active duty,

### SONGS OF THE SEA



### A Sailor's Consolation

One night come on a hurricane,  
The seo was mountains rolling,  
When Borney Bunline turn'd his quid,  
And said to Billy Bowling:  
"A strong sou'wester's blowing, Bill,  
Oh! don't you hear it roor now?  
Lord Help 'em, how I pities  
All unhappy folks on shore now!  
Foolhordy chops whot live in towns,  
Whot dongers they ore oll in,  
And now lie quoking in their beds  
For feor the roof should fall in.  
We know what risks all londsmen run,  
From noblemen to tailors  
Then, Bill, let us thank Providence  
Thot you ond I ore sailors!"  
—Old Forecastle Song



whether voluntarily or not, if he serves for not more than four years (or as soon after four years as he can be released to inactive duty).

- If your employer's circumstances have not so changed as to make it impossible or unreasonable to place you in the same position or in a position of similar seniority, status and pay.

A Navyman who meets these conditions of eligibility shall, in addition to being entitled to reemployment in his former position or a similar position —

- Be considered as having been on furlough or leave of absence from his old job during his period of military service.

- Upon restoration, participate in insurance and other benefits offered by his employer.

- Not be discharged within one year without cause from the position to which he has been restored.

You have no reemployment rights to a job that was only temporary. Unless you were a permanent employee, don't expect the boss to take you back unless he needs men in that particular category.

Also, as mentioned above, the federal law does not give you the right to reemployment by a state government or political subdivision thereof (city, county, school or district). However, the federal law does recommend that qualified veterans should be so reemployed and many states have passed laws giving veterans reemployment rights to such jobs.



"Shows up every year — to take the Chiefs exam!!!

If a misunderstanding arises between you and your former employer when you apply for your old job, consult the nearest local office of your state employment service for assistance available to you through the Bureau of Veterans' Reemployment Rights, Department of Labor, or make direct contact with a field representative of the Bureau. He will look into your problem and if you appear to have a just claim under the law he will negotiate with your employer for an amicable settlement. If his efforts fail he will, on your written request, help you submit your case to the appropriate U. S. Attorney. If the U. S. Attorney believes that you have a valid claim, he will file suit in court on your behalf, without cost to you.

Keep in mind that as a returning veteran you are entitled only to the

seniority you had when you entered the service, plus what you would have had had you remained continuously on the job instead of entering the service.

In other words, a veteran does not step back on the seniority escalator at the point he stepped off. He steps back on at the precise point he would have occupied had he kept his position continuously during the time he was away in service. The restoration is intended to be as nearly a complete substitute for the original job as possible. By means of this law, Congress has protected the veteran against loss of ground.

However, if you do not intend to apply for your old job, it would be well for you to so inform your old employer.

## Reduction in NSLI Premium Rates For Total Disability Benefits

The Veterans Administration has announced a reduction in premium rates charged for the total disability benefits on five-year term National Service Life Insurance policies.

This benefit provides monthly income for the insured Navyman and continues his insurance in effect without the payment of premiums during any period that he should become totally disabled.

At some ages, the new reduction in the charge for total disability coverage is more than 50 percent. For example, at age 30 under the old rates total disability coverage cost \$3.55 annually. Under the new rates the annual cost is only \$1.07.

The new rates are on a graduated scale, becoming increasingly higher with each renewal (as you grow older).

Any holder of a participating plan of National Service Life Insurance may have this provision added to his policy by passing a physical examination and paying the additional premium.

Veterans who have previously taken out five-year term NSLI policies containing the total disability benefit will have their insurance accounts adjusted to the new rates. Each of these veterans will receive a personal letter from the Veterans Administration explaining the adjustment that has been made in his account. The VA expects to have these letters mailed by the end of March.

## Scrap Metal Drive Extends to Aleutians

Scrap metal—some 40,000 measurement tons of it—was the yield of a recent scrap metal drive in Alaska and the Aleutian Island chain. Some of it bringing the ceiling price of \$26.34 a ton, the scrap was collected over a six-month period by Navy-men stationed in the Alaskan-Aleutian area.

Responsible for loading the scrap from pierside to ships' holds were the 120 officers and men of Detachment "G" of Cargo Handling Battalion 2. When the job was completed, the detachment was returned from the North by USS LTS 840. They debarked at the Oakland, Calif., Navy Supply Center.

The officer-in-charge of this group credited his men for the salvage work. They often turned to on weekends and holidays as well as during periods of difficult weather conditions to expedite the "cleanup job."

Locations stripped of scrap metal include Dutch Harbor, Adak, Kodiak and the Attus. Salvage authorities were pleased to report that the area's rugged weather did not rust the collected metal and equipment as badly as was first supposed. Even though most of the equipment had been left in the open, much was salvagable. In fact, the CB cargo handlers found use in their own work for many of the salvaged parts.

## Uses of Rate Symbols and Striker Identifications For Enlisted Personnel

Strikers — men in training for a rating — are the subject of a recent BuPers directive which spells out new definitions and procedures for their identification.

BuPers Instruction 1430.4 (21 Nov 1952) defines *rate symbol* and *striker identification*. A striker's *rate symbol* is the four or five-letter designator formed by combining his rate abbreviation (i.e., SN) with the rating abbreviation of the rating for which he is being trained (i.e., QM). Thus, a seaman striking for quartermaster has a rate symbol of QMSN; a fireman striking for metalsmith (welder) has the rate symbol MEWFN.

A striker's *striker identification* is the rating abbreviation part of the rate symbol (i.e., QM). Added to the abbreviation of a man's rate, it forms the rate symbol.

The rate symbol is used in all official correspondence, records and documents. However, it does not replace a man's rate. For example, over the ship's P. A. system Jones, A.B., BMSN is referred to as "Jones, A.B., seaman."

Only those rate symbols listed in *Instructions for the Navy Personnel Accounting System* (NavPers 15,642) are authorized. In addition, a man must first hold the appropriate rate before a striker identification may be assigned. A boatswain's mate striker identification (BM), for example, may not be assigned to a fireman (FN).

Changes in procedure cover the following: reduction in rate, reenlist-

ment and Naval Reservist strikers.

Naval Reservist strikers normally are assigned striker identifications denoting Emergency Service Ratings. In certain cases, however, Reservists may be assigned General Service Rating striker identifications. Reservist Class "A" school graduates whose prior service, civilian experience or special aptitudes do not clearly indicate the appropriate Emergency Service Rating striker identifications may get a General Service identification.

Reservists holding a General Service Rating striker identification may not be advanced to pay grade E-4 until the identification is changed to an Emergency Service one.

- Reduction in rate—Unless otherwise directed by the Chief of Naval Personnel, strikers who are reduced in rate for disciplinary reasons retain their striker identification. However, strikers reduced in rate for incompetency lose their striker identification. PO3s who are reduced in rate to pay grade E-3 for incompetency are not assigned striker identification upon reduction.

- Reenlistment — Strikers reenlisting under continuous service conditions retain their striker identification. Those reenlisting under broken service conditions lose their striker identification.

## Scholarship for High School Students Set Up by Navy Ship

Thanks to the crew of *uss Barton* (DD 722) deserving students of Wenatchee, Wash., will receive aid in completing their high school education.

A scholarship has been established by the officers and men of *Barton* in memory of Dale P. Gray, BM3, USN. Gray was killed when a shell from Chinese Communist shore batteries burst in the forward stack of the destroyer during action off the coast of Korea.

The scholarship was selected to honor the man from Wenatchee because Gray had always shown a keen appreciation of the value of his high school education.

After negotiations with the principal of the Wenatchee High School, the fund of \$450 was transferred to the school to be distributed to promising students who need financial aid to finish their education.

## Navyman Saved After Being Twice Washed Out to Sea

When the destroyer *uss John R. Craig* (DD 885) pulled into Pearl Harbor not long ago, crew members had a story of a daring rescue in stormy seas to tell the shoreside folks.

Sailor-heroes of the modern sea saga were Robert Robinson, BM2, USN, and John Landgraf, GM3, USN.

*Craig* had been battered by a tropical typhoon for several days when a life raft was torn loose from its moorings. LTJG Roy M. Dunham, USNR, and Roy C. Sandahl, Jr., BM3, USN, were attempting to secure the raft when they were washed over the side by high waves.

Rolling from side to side like a cork, at one time as much as 52 degrees, the slim ship jockeyed for position to pick up the two men. A line was tossed to Sandahl and he was quickly hoisted aboard.

Lieutenant Dunham had injured his back during the fall from the ship and was unable to grasp the line thrown him. Robinson descended a ladder at the ship's bow to grasp the stricken man as the ship nosed up to him.

As the ship came alongside the officer, Robinson grabbed him and slowly began carrying the injured man up the swaying ladder.

Just as they neared the rail and safety, a mountain of water poured over the ship's bow and tore Dunham out of his rescuer's arms. The injured man was swept headlong back into the boiling sea.

Landgraf, who had been assisting on deck, saw the lieutenant falling and jumped over the side to his aid. For more than 15 minutes he supported the injured man while the ship again maneuvered for position. At times water completely covered the pair.

Again the ship came alongside and lines were tossed to Landgraf. He secured the ends around Dunham and himself and they were pulled to the ship's side and hoisted aboard.

Lieutenant Dunham suffered serious back injuries and was later transferred for medical attention.



"I said order rockets not rockettes!"



# Rules on Change in Rate and Rating for Active Duty Personnel

If you are a petty officer and are planning to request a change in rating, here are the latest instructions with which you must comply before you can submit your request.

In the first place, changing your rating is a difficult proposition. The Navy has trained you for a specific type of job and that is the job you are supposed to be best fitted for both by aptitude and experience. Some special justification is necessary before BuPers will consider making a change.

These special considerations are outlined in BuPers Inst. 1440.5, 23 Dec 1952. This instruction does not affect the customary authority of the commanding officer to make changes in rating for non-rated men under his command as authorized in Art. C-7213 of BuPers Manual 1948.

The predominant factor considered by the Bureau in determining what action will be taken on requests for changes in rates or ratings is the current shortage or excess in certain ratings throughout the Navy. Briefly, the factors used in determining action on requests for changes are:

- Needs of the service as a whole regardless of the excess or shortage of certain ratings in local commands.
- The pay grade level at which

change is requested. Normally only outstanding or unusual cases will be considered in pay grades E-6 or E-7.

- Relative amount of formal training and actual experience in present rate or rating as compared to the requirements of the rate or rating requested.

- The time and expense the Navy has expended to train the man for his present rate compared to his performance and usefulness to the naval service in the new rating requested.

- The lack of normal training and experience in the lower pay grades of the requested rating and its effect upon the man's ability to instruct his subordinates properly. This is particularly important in the higher pay grades.

- The over-all benefit or detriment to the Navy which would result from such a change.

- Commanding officer's recommendation and comments regarding the candidate's relative aptitude and qualifications for rates or ratings involved.

- Training and experience gained in civil life.

Requests for change in rate or rating from personnel in the following categories normally are discouraged:

- Personnel serving as warrant or

commissioned warrant officers whose permanent status is enlisted.

- Fleet Reservists and retired personnel on active duty.

- Chief petty officers and petty officers first class.

- Cases in which the duties of both the present and requested rates are similar and overlapping such as YN-PN, EM-IC, RM-TE, and so forth, when the request is based solely upon having performed the duties of the requested rate.

- Class "A" and "B" school graduates. BuPers Manual 1948, Art. D-2307(1), requires assignments of such school graduates to duties that will permit their training to be continued in order that the naval service may benefit by the time, effort and the funds expended in training.

Requests for changes from the following ratings are not desired by the Bureau because of the shortage of rated personnel in these ratings: RD, FC/FT, MN, IM, OM, TE, RM, CT, MM, MR, EM, IC, FP, PM, ML, CE, BU, SW and AL.

Changes to the following "in excess" ratings are not desired: BM, PN, JO, LI, PI, DM, AD, AO, AC, AB, PR and AK.

The directive states that personnel who have been recommended and nominated to participate in the service-wide competitive examination for advancement in the rating presently held, will not be recommended for a change in rating until after the final results of the examination for advancement are known.

Conversely, personnel who have been recommended for change in rating shall not be recommended or nominated for advancement, or participation in service-wide competitive exams, in either rating, until after the Bureau action on the recommendation has been received by their commanding officer.

Before you can make a request for change in rating you must be fully qualified in the duties of the requested rating. This means that you must first satisfactorily complete the following requirements for the rating requested:

- Training course.
- Practical factors in the rating, and for the rate, as required in the Manual of Qualifications for Ad-

## WAY BACK WHEN

### Flag Lieutenant

Probably most people think the Flag Lieutenant got his name because he is the special assistant of an admiral, that is for an officer with flag rank.

Actually there is a real functional basis behind the title. It goes back to the days when the major form of sea communication was the flaghoist and the commander of any naval force had to depend on his Signal Officer to interpret and direct the hoists. Naturally this Flag-Signal-Officer had to stay close to the commander at all times. In this regard we might recall that Lord Nelson died in the arms of Hardy, his flag officer.

Naturally, when the Flag Officer wasn't busy with his hoists, he took on other duties for the commander—since he had to be available at all times for communications duties he could not be assigned to any permanent or interfering stations. Times and duties have changed; but the Flag Lieutenant still has certain characteristics in com-



mon with his forerunner: he sticks close to a senior officer, he is a link in the various channels of communications between the commander and his many areas of influence. —Lt. F. C. Dyer, USNR.

vancement in Rating (NavPers 18068).

- Applicable school when required for advancement to requested rate.
- Operational tests when required for the rating and rate.

You will also be required to take a written examination prepared at your duty station. The examination will be based on the subjects for the particular rate requested as listed in the *Manual of Qualifications for Advancement in Rating*. The examination is graded locally by an examining board appointed by the commanding officer. A mark of less than 2.5 in any division of the examination will fail the applicant.

The instructions in this directive are also applicable to enlisted women. The rates and ratings to which Waves may be permitted to change are limited to the following: Rates—SA, SN, AA, AN, HA, HN, DA, DN; Ratings—ET, IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, PL, LI, DM, PH, AT, AL, AC, PR, AG, TD, AK, HM and DT.

Naval Reservists on active duty with the Regular Navy may be examined for and recommended for change to Emergency Service Ratings only.

### Time in Grade Requirements Eased for Ensign Promotions

Ensigns on active duty for more than 30 days will now have to serve only 18 months in grade instead of 24 months for their promotion to lieutenant (junior grade).

The first such temporary promotions to the rank of lieutenant (junior grade) of officers of the line and Staff Corps of the Regular Navy and Naval Reserve have been authorized by Alnav 66-52.

Ensigns with dates of rank prior to 2 July 1951 are included.

Promotion is subject to the usual physical and professional qualifications.

The last group of ensigns to be promoted under the 18-month service requirement was in 1945. Later, in 1946, the temporary promotion system became 36 months (normal during peacetime). The 36-month provision remained in effect until 14 Apr 1951 when temporary promotion for ensigns was authorized on a 24-months' basis.

### Maneuvering Board Is Subject Of New Correspondence Course

A new officer correspondence course, *The Maneuvering Board*, NavPers 10933, which is recommended for all deck officers, is now available at the U. S. Naval Correspondence Course Center, Bldg RF, U. S. Naval Base, Brooklyn I, N. Y.

The course presents in three parts the principles of relative motion and a series of maneuvering board prob-

lems paralleling the solutions shown in the textbook supplied with the course. Most of the solutions are by the "own-ship-at-center method."

Naval Reserve officers who are eligible for promotion and non-disability retirement points will receive 12 points for successful completion of the course.

Application for enrollment should be made on form NavPers 992 and forwarded via official channels to the Naval Correspondence Course Center.

### Retiring LSI Travels Overland To Start New Life

Navy men vacationing in upstate New York are in for a surprise if they visit little, landlocked Lake George. Largest vessel on the lake is an excursion boat whose outlines are disturbingly familiar. They should be. She is the ex-LSI(L) 1085, a vessel with hundreds of sister ships in the Navy. But now she carries the fancy name of *Motor Vessel Ticonderoga*.

After service in World War II as a personnel ferry and mail-carrying vessel at Eniwetok, Samar and Leyte, LSI(L) 1085 returned to the States and mothballs in New York. A few years later, she was purchased by a steamboat company and taken to a commercial berth where most of the superstructure was removed.

Proceeding under her own power, she then sailed up the Hudson River and via the Champlain Barge Canal into Lake Champlain. But this was not the end of the line—the ship now had to be transported overland.

The problem faced by engineers was the same one faced centuries before by the Indians. But where the Redskins picked up their lightweight canoes and toted them overland, there wasn't any available land machine that could tote a 200-ton naval vessel nine miles. What's more, the roads and the three intervening bridges couldn't stand the gaff.

The first problem was to get the vessel out of the water and onto the land. To do this, sled-like landing ways were constructed. Then with a large oak tree for a land anchor, the vessel was hauled up

by a forward winch and winch cable.

Burning torches cut the craft into four transverse sections. The bow section was the first to make the trip. In below-zero temperature, four heavy duty trucks pushed and pulled the specially-built steel sled that carried the section across the snow-covered ground.

Sudden thaw, however, forced workmen to haul the remaining three sections on wheels. For this task a diesel truck and low-bed trailer were pressed into service.

Heaviest section was the 92-ton part containing the engineroom. When this chunk of LSI came to a bridge whose maximum rated load was 45 tons there was considerable speculation, but the bridge bore the weight without visible damage. Other close calls came as the sections moved through the village of Ticonderoga. They took up the whole street, barely grazing by roadside signs.

End of the nine-mile trek was the backyard of a farmhouse. Here at the northern end of Lake George, workmen welded the sections back together. Bulkheads and items of military equipment were removed. A streamlined superstructure and a long, wide promenade deck were added. The bow doors and infantry ramp were replaced by a flared-type bow. The old deckhouse was cleared out and a restaurant and lunch counter installed. The lower deck was fitted into a spacious cockpit lounge. After the facelifting, the old warhorse had been converted to a sleek looking vessel capable of carrying 600 passengers.



# You Benefit in More Ways than One In Your Navy Exchanges

In sailing ship days, sailors of the Navy bought their toilet articles, tobacco and other items of health and comfort from bumboats. Sometimes the bumboat folks brought their wares aboard from the wharf. When the ship was underway or in some isolated anchorage, the sailors bought these items from small stocks laid aside by the purser before sailing.

Such were the beginnings of today's well-stocked ship's stores and shoreside Navy exchanges. Formal authority to set up and operate ship's stores and commissary stores was given the Navy by Congress in 1909.

Modern-day versions of these activities perform the same basic job to Navymen and families of Navymen. Ship's stores aboard ship still feature items of personal hygiene and comfort, but they also sell jewelry,

stationary and candy. Ashore, in Navy exchanges a more extensive variety is carried. In Navy commissaries patrons can purchase meat, groceries and minor household items.

These government facilities mean that the serviceman and his dependent, whether he is stationed at sea, or overseas, or ashore, is enabled to purchase basic commodities at a fair price, and sometimes at reduced prices. In other words, the serviceman is not penalized in purchasing even if he is stationed at a remote outpost. As for location, shoreside exchanges and commissaries are usually conveniently located in or near naval activities.

In overseas branches of these activities, Navymen and their families on duty outside the U.S. are able to purchase foodstuffs and Navy exchange items that would not otherwise be available. Additionally, many of the foodstuffs and other items ordinarily available overseas by other means carry a much higher price tag. But Navy exchange and commissary items are based on the same price scale as their stateside counterparts.

In all, there are four naval activities providing this type of service: Ship's store afloat (the usual shipboard outlet), Navy exchange, commissary store and ship's store ashore. Ship's stores ashore are usually located "non-permanently" in an occupied area such as Germany or Korea or "permanently" at an overseas location too small to warrant setting up a Navy exchange.

Ship's stores ashore or afloat and commissary stores are "supported" by appropriated funds. They operate on a basis of procuring items for resale with appropriated money and reimbursing the government for this cost after the sale of the merchandise. Navy exchanges, on the other hand, operate completely on a non-appropriated fund basis.

Commissary stores are nonprofit organizations but reserves are earned and maintained to cover operating costs and other expenses. Profits from ship's stores — and Navy exchanges, after operating costs have been provided for — help support the Navy's extensive welfare and recreation program.

More than 90 per cent of these

profits are made available to the local commanding officer for welfare and recreation programs in his command. For example, a ship's baseball team will get new uniforms or a naval station will buy equipment for an inter-mural basketball program.

A portion of the remainder goes to the BuPers Central Recreation Fund. (See the January 1953 issue of ALL HANDS, p. 47.)

If you want statistics—out of every dollar spent in a ship's store or Navy exchange, between six and seven cents profit is channeled back into the recreation program after all operating expenses have been deducted. Currently these sixes and sevens run to fifteen or sixteen million dollars yearly.

In 1949 the Department of Defense issued two sets of regulations, approved by Congress, governing resale activities of the armed services. One set of rules covered exchanges; the other set covered commissaries. The Navy has since issued supplementary instructions to these regulations.

Among the rules applicable to Navy exchanges are those which provide for:

- A single list of authorized patrons.
- A uniform method of identifying patrons.
- A standard list of items authorized to be sold.
- The recording on a sales slip of single items of merchandise bearing a sales price of \$5.00 or more.

This last provision requires that sales slips must be signed by the patron when the sale is made. *Signing the sales slip is certification that the*

## Cartoon Conversation

### Overcomes Language Barrier

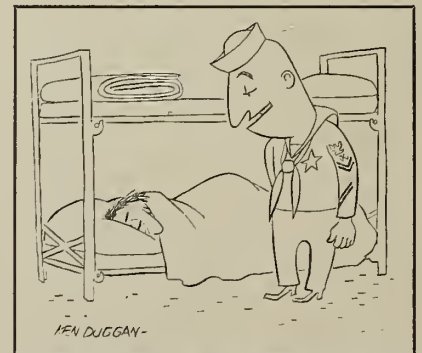
A South Korean Marine is mighty glad that the battleship USS *Missouri* (BB 63) was in Korean waters recently and that it had a talented cartoonist on board.

Lee Do Won, a staff sergeant with the South Korean forces was suffering from an abdominal abscess that required an immediate operation when he was picked up in an emergency flight from a United Nations outpost area by the helicopter from *Missouri*.

Doctors on board *Missouri* performed the operation with success. As soon as Won began to show signs of recovery they began to inquire about his case. But Lee Do Won spoke no English and no one on *Missouri* spoke Korean.

Little progress was made in the way of communication until Seaman Pete Rahill put his sketching ability to good use. With a series of sketches and an occasional nod from Won, Rahill found out the vital statistics on the ROK marine — that he was married, what work he did, where his family was, and where he came from.

Next time you have a difficult language problem and can't locate an interpreter, look around for a cartoonist or artist.



"Good morning. The little hand's on 8 and the big one's on 12 and you missed muster."

items listed are not for resale; that they are for the personal use of the purchaser or his dependents, or for use as a bona fide gift.

Rules of a similar type apply also to commissary stores sales. On the working level, in these rules are provisions which mean that patrons will not buy Navy exchange or ship's store items to be resold either at cost, at a loss or at a profit. They also mean that a patron will not keep the neighborhood supplied with groceries either on a free or reimbursable basis.

Additionally, when dependents sign their Navy exchange or commissary permits or applications they certify that items bought will be for their own use.

Violations of these rules have led to the violators' loss of exchange and commissary privileges, and in certain cases, they have found themselves subjected to disciplinary measures.

BuSanda, under whose control ship's stores, Navy exchanges and commissaries are operated, warns Navymen that these activities are for their benefit. Privileges of using these facilities should not be abused, BuSanda states.

## Two-Year Course in Mine Warfare Open to LTs and LTJGs

A two-year postgraduate course in mine warfare is available for Regular Navy and active duty Naval Reservist lieutenants and lieutenants (junior grade). The course will begin at the U. S. Naval Postgraduate School at Monterey, Calif., in August 1953.

Applications are particularly desired from officers having experience in the mine warfare field. Applicants must have the code 1100 series and have completed mathematics through calculus. It is also desirable that they have completed a course in engineering mechanics.

Submarine officers must have at least three years of operational experience as of 1 July 1953. All officers should normally be due for rotation to a shore duty tour in 1953.

Those interested should submit their applications to the Chief of Naval Personnel (Attn: Pers-B111h). As these should reach the Bureau not later than 1 Mar 1953, dispatch requests may be submitted, to be followed by letter application. BuPers Notice 1520 (31 Dec 1952) gives the details on information to be included in applications.

## WHAT'S IN A NAME

### Quonset Huts

Familiar to nearly every sailor from Iceland to the Pacific isles is the arched-rib building called a "Quonset hut." In these "huts" servicemen and their families live, worship and have their recreation.

The quonset hut is adoption of the original English Nissen hut, which was used as a barracks for the British military. The Nissen hut too, had an arched-rib design and measured 16 feet by 38 feet with a clearance of about nine feet in the center.

In 1951, when the U. S. government was making plans for the establishment of overseas bases, a contractor who was building the Naval Air Station at Quonset Point, R. I., was awarded a contract to manufacture portable and easily erected housing units. He used the Nissen hut as a model, and enlarged and improved upon it. The new type of hut measured 20 feet by 48 feet with a clearance of 10 feet. Since the American structure had its birth at Quonset Point, it became known as a "Quonset hut." Through popular usage, the word lost its capitalization.

During World War II, various adaptations were made in the quonsets. In some cases, the over-all length was increased to 56 feet, permitting a four-foot open porch at either end which was a welcome shelter against rain and sun in the tropics. This enlarged quonset is appropriately called a "tropical" quonset.

Further improvements came when the 56-foot tropical huts were adopted for family residences by having a partition placed in the middle, thereby making two apartments. Each apartment was then sub-divided into rooms and equipped with modern toilet facilities. These were known as "homojo huts." The word consists of the first two letters of the names of Admirals Horn, Moreell and Jacobs, who together worked out the method of converting the quonsets.

A utility building was also devised by the



Navy. Looking like a big brother of the regular quonset, it was 40 feet wide and 100 feet long. Hundreds of them were raised at advance bases, where they were used as recreation halls, storehouses, machine shops and repair shops. They could be set up in about 350 man hours, not counting time for laying the concrete floor.

During World War II about 152,000 of the standard quonsets, 20 feet by 48 feet, were erected at naval and military installations all over the world. In addition, 17,000 of the utility type quonsets, 40 feet by 100 feet, were built. Since the outbreak of the Korean war some 30,000 units have been built in the U. S. and overseas to house servicemen and their families. As new naval and military installations spring up you're likely to see more of the quonset hut.

The American Indians long ago developed a type of structure very similar in principle to the quonset. The arched ribs, for example, were made of branches stuck into the ground and bent to meet at the top where they were tied together as on an arch. Over the ribs were coverings such as animal skins, making a sturdy Indian "quonset."

## Instruction at Hospital Corps Schools for New Applicants

Non-rated men and women desiring training and duty in the Medical rating group may start the ball rolling by applying for instruction at one of the Navy's Hospital Corps Class "A" schools.

Applicants should submit requests through their commanding officers as outlined in BuPers Notice 1306 (1 Dec 1952). Here are the qualifications:

- Have 18 months voluntary obligated service on date of entry into school. A signed agreement to remain

on active duty for this period is required from Naval Reservists.

- Be found temperamentally suited for duty in the Medical rating group by a medical officer.

- Have normal color perception.
- Have a minimum GCT/ARI score of 100. (However, requests from those with a lesser score will be considered for a waiver.)

Those selected will attend courses at one of the Class "A" Hospital Corps schools. Courses last 20 weeks and convene weekly. The schools are located at the Naval Hospitals Great Lakes, Ill.; San Diego, Calif.; Portsmouth, Va.; and Bainbridge, Md.



## Sailor's Life Looks Good to Two Young 'Navey' Recruits

A lot of youngsters talk about joining the Navy but very few of them take action like Billy Peppler age 11½ and his cousin Donald Wilkins age 10 did when they decided to join up.

The two youngsters envied their cousin James Doyle, 18, who had enlisted as a seaman recruit only a few months before and was then training at Bainbridge, Md.

Billy and Donald thought they could do as much as James, so Billy was elected to take action. He sent a postcard to Fort Slocum, N. Y., home of the Armed Forces Information School. On it he wrote:

"Capt of Navey —

"Dear Sir: I would like to join US Navey, I am 11½ and My Cousin is 10 please let me and my cousin join." It was signed "Billy Peppler" with his telephone number and address in nearby New Rochelle, N. Y. At the bottom of the card he had added, "Thang you and God bless you."

Instead of a reply from a "Captain of Navey" he received one from an admiral, RADM Thomas H. Binford, USN, Commandant of the AFIS, who wrote:

"Dear Billy: I received your card telling me that you and your cousin want to join the United States Navy. Thank you for the interest and the words of blessing you expressed.

"I am happy that you have chosen the Navy, first, because I consider service to our country a responsibility for those who live here and second, because having served in the Navy for 36 years I know how satisfying Naval service can be.

"While neither you nor your

cousin may enlist until you are 18 years old you can start preparing yourselves now for Navy careers. You can do so by joining the Sea Scouts or Boy Scouts or any of the other groups that train boys for leadership and service.

"The Navy is a great engineering project — therefore, you will need special training in science and mathematics like the others who will man the Navy ships, planes and shore bases of the future.

"It would be a good idea then for you to work hard in these and all your other subjects at school because the future Navy, like the present, will depend on men fully educated in civilian schools.

"Above all, you must remember that the Navy, like the other services, will want men who are strong in their belief that their country is worth fighting for. I am sure that you Billy, and your cousin will grow up to be such men. Your card proves that to me.

"Since I have not been able to answer all the questions you must have about the Navy and your future plans, I hope you will pay me a visit soon at the Armed Forces Information School, Fort Slocum, N. Y., so we can show you our model of the old battleship, *New York*."

Billy and Donald, along with Billy's mother and eight-year old sister Mary Lou, took Admiral Binford at his word. Visiting the school, they saw the Bureau of Ships model of the old *New York* (BB 34), had a good Navy talk with the admiral and made future plans.

P. S. Now Mary Lou wants to join the Navy too!

## General Line School Program Accelerated, Six-Month Course Processes 1,500 Officers Yearly

A plan aimed at the acceleration of the Navy's General Line School program and changes in the academic prerequisites for attendance has been announced by BuPers.

Since the inauguration some years ago of an equalizing educational training program for Naval Reserve and temporary line officers who transferred to the Regular Navy, it was found that such officers through initiative and experience have already acquired much of the background which the 11-month General Line School course was originally designed to provide.

Therefore, it has been decided that the necessity for the 11-month intensive study in naval science subjects can be reduced to six months without compromising the program's mission.

The acceleration of the program will facilitate processing about 1500 officers a year and enable the Line School portion of the equalization program to be terminated in May 1955. Line School classes starting in the fall of that year will provide an integrated course in naval science about one year in length for *all* line officers of the Regular Navy about five or six years after their commissioning.

The attendance at a University under the Five Term program prior to enrollments at the General Line School is no longer a requirement. Those officers who attend the accelerated Line School first, and who are eligible for college training under the Five Term program, will remain on the eligible list.

With certain exceptions, those officers who transferred to the Regular

## Elliott Recruit Center Closes

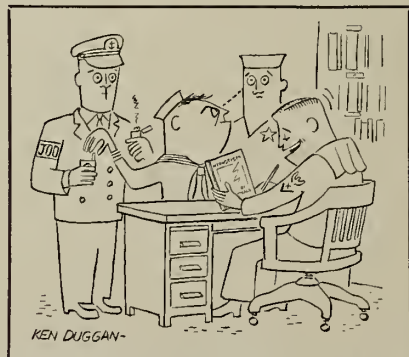
Training of recruits is being discontinued at the Elliott Annex of the Naval Training Center at San Diego, Calif. It is expected that the final training at Elliott will be completed by 1 April.

Behind the closing down is the reduction in planned recruitment which will be less in 1953-54 than in 1951-52. Elliott, one of the largest "boot camps" of World War II, closed down soon after the end of the war and remained in caretaker status until it was

reopened in 1951 to meet the emergency condition brought on by the Korean outbreak.

After April, Elliott will be maintained in a condition that will permit quick reopening if necessary. A small security group and a fire fighting force will remain on the station.

Recruit training in reduced numbers will be continued at the main Center. The NTCs at Great Lakes, Ill., and at Bainbridge, Md., will continue recruit training, also at reduced input rates.



"Another book on hypnotism? Whatcha going to do—hypnotize someone?"



"Should I call him *that*, Sir?"

Navy from Reserve or temporary status between 27 Aug 1940 and 1 Oct 1945 and those who transferred to the Regular Navy under the programs established by Public Law 347, 79th Congress, 2nd Session (18 April 1946) and Public Law 775, 76th Congress, 3rd Session (27 August 1940) are eligible to attend the General Line School.

It has been noted that many of the eligible officers who have not yet attended the General Line School have actually performed such a variety of naval duties that attending the school would result in pursuit of studies in those fields in which they already have proved their knowledge and ability.

Officers in this category may request, by letter to the Chief of Naval Personnel (Attn: Pers-C1222), that General Line School attendance be waived in their case.

A brief summary of duties performed should be included in such a request.

BuPers Instruction 1520.13 of 11 Dec 1952, which contains detailed information on the accelerated General Line School program reminds officers that they are not to request orders to General Line School or the Five Term program inasmuch as they will be

automatically ordered when available.

The General Line course of instruction is primarily intended to provide line officers with sufficient background in all naval subjects to permit normal rotation between different types of assignments while at sea.

The course offers transferred officers additional training necessary to provide educational and background equality with their contemporary Naval Academy graduates.

The General Line School type of training was suspended during World War II. Immediately following the war, it became apparent that a general line course of instruction, while it had been a part of the prewar postgraduated educational program for naval officers, was of growing importance in postwar training in order to meet the pressing need to broaden the professional knowledge of a large number of transferred Reserve and temporary line officers who, during the war years, had served in specialized assignments.

To this end, a board was created by the Secretary of the Navy to study the proper form, system and method of education of officers of the postwar Navy.

The board's recommendations were approved in October 1945 and the U. S. Naval School (General Line) was established at Annapolis and the following year moved to Newport, R. I. The first class of officers entered the Newport school in July 1946. In September 1947, a similar school was established at Monterey, Calif., as a component of the U. S. Naval Postgraduate School there.

While the Monterey school has continued, the Newport school suspended operations in early 1950. The officers who were to have begun the course there were reassigned to other duty for eventual assignment to Monterey.

Last December, 480 officers students were graduated from Monterey and the sixth class of the school convened the following month with about 500 officers enrolled. Under the new accelerated program, the school will be able to instruct two six-month classes per year instead of one. The present class will graduate in July and another class will convene in August with about 800 officers scheduled for attendance.

An operating force designation set aside since early in 1949 is back in use. This is "Battleship Cruiser Force, Atlantic Fleet." Since this is a mouthful to say, most folks call it simply "BatCruLant." The new title replaces the term "Cruiser Force, Atlantic Fleet ('CruLant') as a type command and major component of the Atlantic Fleet.

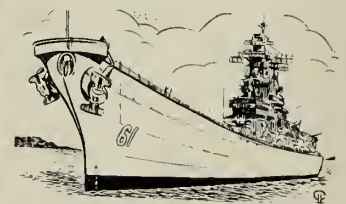


During and after World War II there had been a "BatCruLant," but in 1949, with only one battlewagon in commission, the term was changed to "Cruiser Force, Atlantic Fleet."

The four battleships now 'an active duty' are: USS New Jersey (BB 62), USS Wisconsin (BB 64), USS Iowa



(BB 61) and — member of the class longest in continuous commission—USS Missouri (BB 63). The first three are in the Atlantic; Missouri is serving on a non-permanent basis in the Pacific. The fact that all these battleships are permanent units of the Atlantic Fleet was one of the reasons for the name change.



Although at the present time one or more of the Navy's active duty BBs are usually on duty in the Pacific — on an alternating basis — there is no battleship force designation for that fleet. Instead, the Pacific Fleet has a "Cruiser-Destroyer Force." (The Atlantic Fleet has an individual "Destroyer Force.")

## QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (b) William, Charlie, Fox.
2. (a) Triatic stay.
3. (c) A 'floater' net.
4. (a) Life saving
5. (c) The ship's binoculars.
6. (c) 20 times.



## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N.Y., are listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are indicated by (T). Distribution began in December.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

*Because of You* (1049): Drama; Loretta Young, Jeff Chandler.

*It Grows On Trees* (1050): Comedy; Irene Dunne, Dean Jagger.

*Black Castle* (1051): Crime Drama; Richard Greene, Boris Karloff.

*Strange Fascination* (1052): Drama; Hugo Haas, Cleo Moore.

*Yankee Buccaneer* (1053) (T): Adventure; Jeff Chandler, Scott Brady.

*Lives of a Bengal Lancer* (1054): Adventure; Cary Grant, Franchot Tone.

*WAC From Walla Walla* (1055): Comedy; Judy Canova, Stephen Dunne.

*Story of Vernon & Irene Castle* (1056): Musical, Fred Astaire, Ginger Rogers.

*Springfield Rifle* (1057): Western Drama; Gary Cooper, Phyllis Thaxter.

*Wagons West* (1058): Western; Rod Cameron, Peggy Castle.

*Apache War Smoke* (1059): Western; Gilbert Roland, Robert Horton.

*Fargo* (1060): Western; Bill Elliott, Phyllis Coates.

*The Quiet Man* (1061) (T): Comedy Melodrama; John Wayne, Maureen O'Hara.

*Miracle of Our Lady of Fatima* (1062): Melodrama; Gilbert Roland, Angela Clark.

*The Awful Truth* (1063): Comedy Melodrama; Cary Grant, Irene Dunne.

*Hurricane Smith* (1064): Adventure; Yvonne DeCarlo, John Ireland.

*Boom Town* (1065): Comedy Melodrama; Clark Gable, Spencer Tracy.

*Thunderbirds* (1066): War Melodrama; John Derek, Mona Freeman.



And furthermore, you're making the rest of us look like jerks, wearing coats."

*The Savage* (1067) (T): Western; Charlton Heston, Susan Morrow.

*Battles of Chief Pontiac* (1068): Drama; Lex Barker, Lon Chaney.

*Snows of Kilimanjaro* (1069) (T): Adventure; Gregory Peck, Susan Hayward.

*Where's Charley* (1070) (T): Musical Comedy; Allyn McLerie, Ray Bolger.

*Against All Flags* (1071) (T): Sea Adventure; Errol Flynn, Maureen O'Hara.

*My Pal Gus* (1072): Drama; Richard Widmark, Joan Dru.

*Battle Zone* (1073): War Drama; John Hodiak, Stephen McNally.

*Way of a Gaucho* (1074): Drama; Gene Tierney, Rory Calhoun.

*Eight Iron Men* (1075): War Drama; Bonar Collean, Richard Kiley.

*Ruby Gentry* (1076): Melodrama, Jennifer Jones, Charlton Heston.

*The Raiders* (1077): Western Drama; Richard Conte Viveca Lindfors.

*Torpedo Alley* (1078): Melodrama; Mark Stevens, Bill Williams.

*The Iron Mistress* (1079) (T): Drama; Alan Ladd, Virginia Mayo.

*Meet Captain Kidd* (1080): Comedy; Bud Abbott, Lou Costello.

*The Stooge* (1081): Comedy; Dean Martin, Jerry Lewis.

*The Four Poster* (1082): Drama; Rex Harrison, Lili Palmer.

*Everything I Have is Yours* (1083) (T): Musical; Marge Champion, Gower Champion.

*On Borrowed Time* (1084): Melodrama; (Reissue); Lionel Barrymore, Cedric Hardwicke.

*Kansas City Confidential* (1085): Crime Melodrama; John Payne, Coleen Gray.

*Prisoner of Zenda* (1086) (T): Adventure Drama; Stewart Granger, Deborah Kerr.

*The Crimson Pirate* (1087) (T): Adventure; Burt Lancaster, Nick Cravat.

*Hellgate* (1088): Historical Melodrama; Sterling Hayden, Joan Leslie.

*No Holds Barred* (1089): Comedy Melodrama; Leo Gorcey, Huntz Hall.

*Island of Desire* (1090) (T): Drama; Linda Darnell, Tab Hunter.

*Flat Top* (1091) (Cine): Drama; Sterling Hayden, Richard Carlson.

*My Cousin Rachel* (1092): Romance; Olivia DeHavilland, Richard Burton.

*Cattle Town* (1093): Western Melodrama; Dennis Morgan, Phillip Carey.

*Ride the Man Down* (1094): Western Drama; Brian Donlevy, Rod Cameron.

*Here Comes Mr. Jordan* (1095): Comedy; (Reissue); Robert Montgomery, Claude Rains.

*Stop You're Killing Me* (1096): Comedy; Broderick Crawford, Claire Trevor.

*Androcles and the Lion* (1097): Drama; Jean Simmons, Victor Mature.

*Sky Full of Moon* (1098): Musical; Jan Sterling, Carleton Carpenter.

*Rainbow Round My Shoulder* (1099): Musical; Arthur Franz, Frankie Laine.

*Lawless Breed* (1100): Western Drama; Rock Hudson, Julia Adams.

*Above and Beyond* (1101): Drama; Robert Taylor, Eleanor Parker.

*Hangman's Knot* (1102): Western Drama; Randolph Scott, Claire Jarman.

## Builder's Course Ready For Enlisted Ratings

A new correspondence course for Builders is now available from the Naval Correspondence Center. The course consists of four assignments and is also applicable to BUH and BUL emergency service ratings.

Personnel interested in taking this course, Builder 1, (NavPers 91585), should see their division officer or the I & E Officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

For a complete round-up of all enlisted correspondence courses available, refer to ALL HANDS, November 1952, p. 44-46.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 1—Extends to 31 July 1953 the reduced "furlough rates" for all military personnel traveling by rail in uniform at their own expense.

No. 2—Requires persons authorized to travel via MSTs on "space available" basis to make payment to a local representative prior to embarkation.

BuPers Instructions

No. 1133.1—Provides information regarding the reenlistment and extension of enlistment of USNREV personnel.

No. 1850.1—Reissues in the Navy Directive System instructions for issuing discharges or releases from active duty as they relate to claims for compensation, pension or hospitalization.

No. 1850.2—Sets forth policy regarding personnel awaiting final action on a physical disability proceeding.

No. 3370.2—Requests applications from officers of the Navy and Naval Reserve for advanced training in mine warfare at Yorktown, Va.

No. 3410.1—Requests applications from qualified officers interested in training in psychological warfare billets.

No. 4830.2—Concerns ban on use of priority ratings on orders of canned beer by messes.

BuPers Notices

No. 1520 (31 Dec 1952)—Requests applications for a new two-year postgraduate course in mine warfare at the U. S. Naval Postgraduate School, Monterey, Calif.

No. 1120 (7 Jan 1953)—Announces the selection of 104 officers of the

Medal of Honor Winners Have Privileges

From time to time discussions arise as to the privileges held by enlisted men and officers awarded the Congressional Medal of Honor. Several misconceptions in this respect are held. One of the more common is that enlisted men who hold the Medal of Honor "rate salutes" from everyone else in the Naval service — seamen and admirals alike. Another is that they rate the commanding officer's car for transportation on the base and his gig for going ashore.

Although these two have no basis in fact, there are two well-defined privileges that do exist for Medal of Honor holders. The first is free air travel in aircraft of the Armed Services. The second is the inscription of the names of certain holders on the Navy's "Medal of Honor Roll." A monthly pension of \$10 payable at age 65 goes to each person whose name is placed on the Roll.

To be placed on the Medal of Honor Roll, an individual shall, "in action involving actual conflict with an enemy, have distinguished himself conspicuously by gallantry and intrepidity, at the risk of his life, above and beyond the call of duty ..."

(Medals of Honor may also be awarded for "distinguished service in line of profession," but a MOH awarded for this service does not qualify its holder for the MOH Roll.

*Free Air Travel*—In February 1948, the Chief of Naval Operations issued a directive concerning air transportation within the continental U. S. for MOH winners. This transportation is provided without charge when space is available in aircraft of the Armed Services.

To certify his entitlement, each Navy and Marine Corps MOH winner is issued a wallet-size pass signed by the Secretary of the Navy and the Chief of Naval Personnel.

When he desires transportation on an available aircraft, he displays his pass and his identification card. The passes are renewed automatically by BuPers in June of each year.

One reason behind this privilege is that Medal of Honor men are often requested to make public appearances and speeches at patriotic rallies. Before they got the free air travel privilege, Medal of Honor men often had to travel considerable distances at their own expense.

*Medal of Honor Roll*—When the name of a Navy or Marine Corps MOH holder is placed on the Roll he receives a special monthly pension for the remainder of his life. The Roll is maintained in the Bureau of Naval Personnel and lists the names of those who —

- Have reached the age of 65, and
- Have been honorably discharged from the naval service by muster-out, resignation or otherwise. (Personnel on the retired list of the Navy are not eligible for this benefit.)

When the holder's name is placed on the Medal of Honor Roll, he is given a Certificate of Service describing his act of heroism. He can draw his monthly pension four times a year in the sum of \$30.

The law of Congress that authorizes this payment was passed in 1916. Payments are made by the Veterans Administration, but certification as to the holder's eligibility for the MOH Roll and accompanying pension is made by BuPers.

Unlike the passes for free government air travel, placement on the Roll is not an automatic action. Shortly before he reaches his 65th birthday, the discharged Medal of Honor winner should write to the Chief of Naval Personnel (Attn: Pers B4) giving the details of his service and request that his name be included on the Roll.

line and Staff Corps of the Naval Reserve for appointment to permanent commissions in the U. S. Navy.

No. 5215 (12 Jan 1953)—Cancels four BuPers circular letters, 185-51, 4-52, 5-52 and 106-52.

No. 1400 (23 Jan 1953)—To inform the naval service of the effects of the

limitation on officers in various grades by the "Davis Amendment."

No. 1700 (23 Jan 1953)—Gives rules for the Fourth Inter-Service Photography Contest.

No. 1080 (26 Jan 1953)—Concerns wording of reports to BuPers in Personnel Diaries.



# Round-up of New Legislation of Interest to Naval Personnel

The 83rd Congress of the U. S. was convened in early January and has now swung into a full program of legislative action. Here is a round-up of the developing legislation of interest to naval personnel.

Usually, this summary includes new bills introduced as well as any changes in status of other bills previously introduced and reported in this section. Since legislation must start afresh with each new Congress, all the bills reported below are new or reintroduced legislation.

Bills introduced in the House of Representatives are prefaced with the letters "H.R."; those introduced in the Senate by "S." More complete discussions of some items will be carried in ALL HANDS if the legislation becomes law. Keep in mind, though, that of the many bills introduced in any session of Congress, only a proportionate number are finally enacted.

**Special Pay Boost**—H.R. 199: introduced; would increase the Special Pay for sea and foreign service for enlisted men of the armed forces ranging from \$30 to \$75 per month.

**Emergency Leave**—H.R. 263: introduced; would provide for emergency leave for members of the armed forces serving outside the U. S. in the event of death in the immediate family.

**Uniform Allowance**—H.R. 265: introduced; would provide a \$250 allowance for new uniforms to certain officers recalled to active duty for a period of more than 30 days.

**Free Admissions**—H.R. 282: introduced; would amend the Internal Revenue Code to exempt members of

the armed forces from the tax on admissions when admissions\* is otherwise free of charge.

**Disability as Result of Travel**—H.R. 346: introduced; would provide benefits for members of Reserve components of the armed forces who suffer disability or death while traveling under certain conditions to and from specified types of active duty.

**Disability Pay Increase**—H.R. 1080: introduced; would grant a 20 per cent "cost-of-living" increase in benefits to certain members and former members of the armed forces who are now or hereafter receiving or are entitled to receive retired, retirement or equivalent pay by reason of disability.

**Reserve Officer Promotion**—H.R. 1222: introduced; would make uniform the Reserve officer personnel policies of the armed forces. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

**Equalization of Benefits**—H.R. 1223: introduced; would equalize certain benefits, such as hospitalization, medical care, pensions, compensation and social security entitlement, between and among members of the armed forces and their Reserve components.

**Reserve Officers' Training Corps**—H.R. 1224: introduced; would integrate the programs of the Army ROTC, the Naval ROTC and the Air Force ROTC at colleges and universities.

**Nurse Training**—H.R. 1240: introduced; would establish an officer candidate training program for nurses for appointment in the Regular Army, Navy and Air Force and the Reserve components thereof.

**Naturalization of Servicemen**—H.R. 1739: introduced; related bills introduced are H.R. 1739, H.R. 2004, H.R. 2005, H.R. 2118 and H.R. 1937. Bill would provide for expeditious naturalization of persons serving in the armed forces during the present hostilities, and for other purposes.

**Universal Military Training**—S. 605: introduced; would provide for a National Security Training Corps which would administer a program of training for all inductees into the

armed forces. The inductee would then have this period of time for training deducted from the total time he was required to serve in the armed forces under the law. This bill outlines rules for administration and discipline in the proposed Training Corps.

**Free Postage**—H.R. 217: introduced; would provide for free postage for members of the armed forces. Related bills are H.R. 17, H.R. 572, S. 299, S. 300, H.R. 1541, H.R. 1542 and H. Joint Resolution 51.

## Correspondence Courses Open Door of Opportunity

Completion of 16 officers' correspondence courses with an average score of 3.92, probably qualifies Edward J. Baydowicz, YNC, USN, as being the nearest thing to a living encyclopedia on naval matters of any bluejacket in the Navy.

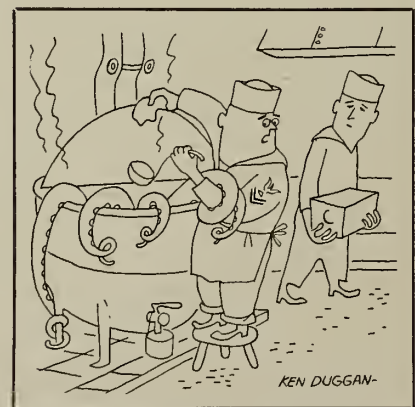
In addition to completing a total of 16 courses, the chief is presently enrolled in his 17th and 18th courses.

The chief spends his duty hours working in the Naval Examining Center at Great Lakes, Ill., and is the author of many of those tough questions and multiple choice answers on the yeoman advancement examinations—a fact which helps explain his interest in the correspondence courses.

The previous high in correspondence courses completed was set by Edward F. Kral, YNC, USN, who completed 12 courses with a 3.87 average.



"Why if it isn't Hank Hamilton from the frozen food depot!"



"Hey, Frazier, wanta check that menu again?"

# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ AKINS, Charles Wm., EM3, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951.

★ BERGMAN, Robert A., HN, USN (posthumously), serving in a Marine Infantry Company on June 1952.

★ COLLINS, Donald P., FP2, USNR, serving in *uss Walke* (DD 723), on the morning of 12 June 1951.

★ ECHTLE, George L., EMFN, USN, serving in *uss Walke* (DD 723), on the morning of 12 June 1951.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ DICKEY, Robert III, LCDR, USNR, serving as Head of the Catapult Development Section of the Bureau of Aeronautics from July 1951 to October 1952.

★ GARVIN, Alfred D., LCDR, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951.

★ KARIG, Walter, CAPT, USNR (Ret.), Public Information Officer from 11 Oct 1945 to 13 Jan 1953.

★ WHITESIDE, William S., CAPT, USN, Commander Destroyer Squadron 26 from 3 March to 24 June 1952. Combat V authorized.

Gold star in lieu of second award:

★ CURRIER, Prescott H., CDR, USN, assigned to the Office of Operations, Armed Forces Security Agency, from 15 July 1950 to 1 Nov 1951.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ BANKS, Emmett E., LT, USNR, attached to Marine Aircraft Group 12 on 2 Dec 1951.

★ BIESTERVELD, Thomas C., ENS, USN (missing in action), serving in Fighter Squadron 193 on 4 Feb 1951.

★ BRAZELL, Mondell, HM3, USNR, attached to the First Marine Air Wing from 6 to 9 Dec 1950.

★ GARVER, Richard E., LT, USN (posthumously), serving in Composite Squadron 35 on 8 June 1950.

★ GILL, Roger J., LT, USNR, pilot of a helicopter on 14 Apr 1951.

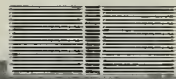
★ SHEA, Stephen J. (then lieutenant (jg)), USN, serving in Composite Squadron 33 from 10 Oct 1950 to 19 Jan 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ NANCE, Ralph D., AD2, USN, serving in *uss Sicily* (CVE 118) on 15 Apr 1952.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ PARRY, Forrest C., LT (then lieutenant (jg)), USNR, serving in *uss Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

★ ROCKWELL, Orville W., LT, USN, serving in *uss Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

★ SCHWIND, Paul E., DT1, USN, attached to the First Marine Division on 4 Dec 1950. Combat "V" authorized.

★ SLAFF, Allan P., LT, USN, on the staff of Commander Naval Forces, Far East, from 8 July 1950 to 7 Nov 1951.

## New Pearl Harbor Memorial Will Honor Navy Dead

This summer, if you are riding along Nimitz Highway liberty-bound to Honolulu, and pass Keehi Lagoon, you will see on your right a new Pearl Harbor Memorial dedicated to heroic Navy dead.

Extending out into the waters of the Pacific you will see four pylons and a marquee which together form three chapels where visitors may pay homage to all Navymen who died in wartime service.

The memorial is the outgrowth of an idea originated by members of the Disabled American Veterans organization. Funds for its construction

will be raised by voluntary contributions from the DAV membership only.

A small inlet was formed in Keehi Lagoon on which the memorial is now being constructed. Its completion is expected before September when dedication ceremonies will be held.

Representatives from civic, military and veterans' organizations participated in the ground-breaking ceremonies which were held Sunday, 7 Dec 1952 at 0755, the exact moment of the Japanese attack on Pearl Harbor in 1941.



PEARL HARBOR MEMORIAL under construction in Hawaii is shown in artist's drawing. Dedication ceremonies are planned for next fall.



# BOOKS:

## EXPLORATION, FICTION ON MARCH READING LIST

**T**ALES of "Menfish," spies, U-boats and humor are among the many books now finding their way to Navy libraries ashore and afloat. Here are reviews of a few of these books chosen by the BuPers library staff:

• *The Silent World*, by Captain Jaques-Yves Cousteau, French Navy, with Frederic Dumas; Harper and Brothers.

Have you ever waltzed with an octopus, hitch-hiked a ride on a tortoise, seen blood flow green? Cousteau and Dumas have.

Here's an exciting tale of undersea exploration begun some 10 years ago by Cousteau, Dumas and Philippe Tailliez. Using the *aqualung*, of which Cousteau was co-inventor, these "menfish" — as they like to call themselves — without the protection of other pressure equipment and wearing only swim trunks, have dived into pressures that have crushed submarines, in depths ranging to 306 feet.

The authors tell of exploring sunken ships, some torpedoed in World War II, and one that sank in 80 B. C. They explored undersea grottoes, had brushes with sharks, experimented with underwater explosions.

You're bound to enjoy this fascinating — yes, that's the word — volume. It contains more than 100 illustrations, including 20 in color.

\* \* \*

• *The Petty Officer's Guide*, by Rear Admiral Harley Cope, USN (Ret.), and Lieutenant Frederick C. Dyer, USNR; Military Service Publishing Company.

This book is for "all petty officers and for all men studying to become petty officers." Its readership, however, will certainly not be confined to these groups.

In readable, down-to-earth language, the Navy enlisted man is given the word on such things as transfers, uniforms, naval traditions, customs and courtesies, leave and liberty, military justice, personal affairs, pay and allowances, leadership and many other important and occasionally knotty matters a Navyman should know about. All in all, *The Petty Officer's Guide* contains 21 chapters and two helpful appendices.

Drawing on their own wealth of Navy know-how — and that of experts

in the Department and the Fleet — the authors have compiled a valuable book. It's concise, to the point.

\* \* \*

• *The White Rabbit*, by Bruce Marshall; Houghton Mifflin Company.

This is the story of Secret Agent Forest Frederick Edward Yeo-Thomas, better known as Tommy. During World War II, Tommy — a Wing Commander in the RAF — performed many missions behind German lines in an effort to organize French Resistance forces.

Hunted by the Gestapo, Yeo-Thomas was eventually betrayed and captured. With 36 others, he was sent to Buchenwald. There he suffered many of the tortures and privations for which that camp was famed. Ultimately, Yeo-Thomas contrived to be transferred to another prison camp from which he escaped — only to be captured again. But you'll have to read the book to find out how it all turned out.

If you like your war stories with the emphasis on cloak-and-dagger adventures, this is your book. The author, himself a British intelligence officer, does a good job in telling Yeo-Thomas' story.

\* \* \*

• *Once Around the Park*, by Frank Shannon; William Morrow and Company.

Here's a whimsical tale of a university professor named Thaddeus Q. Guileless and his involvement with a story-telling New York cab driver, Joe Malarky.

The story begins when Joe bucks a line of waiting cabs to pick up the professor. In the course of a long cab ride (which the professor can't afford), Joe starts his tale.

It seems Joe and his friend Bates visited India during the war. There they were central characters in many escapades — with Fatima, Sassan the Assassin, and other likely persons. They set out to learn "the most sacred knowledge of the Rope Trick" — the better to make a living when they return to New York. Back in New York, however, Bates discovered the Rope Trick works only too well. He just couldn't keep his feet on the ground.

Of course, the professor doesn't get the entire yarn on one trip. He gets just enough to pique his curiosity — and that of his solemn academic colleagues — concerning the Rope Trick. They pool their coffee fund so the professor can take additional cab drives to learn the whole rather fantastic story.

If you like lightheaded — oops, lighthearted — humor, this book is just the thing to while away those last few minutes before sacktime.

\* \* \*

• *U-Boat 977*, by Heinz Schaeffer; W. W. Norton and Company.

This is the personal account of a German U-boat commander's experiences in World War II. It is "launched" with a pithy introduction by Nicholas Monsarrat, author of *The Cruel Sea* (see ALL HANDS, August 1951, p. 58).

U-boat 977, submariners will remember, is the German sub which dashed across the Atlantic at the close of World War II, spending 66 days under the sea, to surrender to forces in Argentina — and to face the charge that it had been Adolph Hitler's escape ship.

Schaeffer's tale begins with his entry into submarine training and continues through his exploits sinking Allied vessels and his many near-miraculous escapes. The author points out that of those who served in U-boats during World War II, only one in four survived.

The book is well-written and interesting to all who like naval history.

\* \* \*

• *Abraham Lincoln*, by Benjamin P. Thomas; Alfred A. Knopf.

Several years ago, Thomas wrote a study of the Lincoln biographers. Now he himself has written an up-to-date one-volume biography of the Great Emancipator — the first in over 30 years.

Utilizing the wealth of primary-source material which has come to light in recent years, the author gives us a picture of Lincoln as lawyer, lover, politician and President. He provides an adequate background of the age in which Lincoln lived.

The book is written for the "reading public" and not for the experts. While it cannot be as complete as the multi-volumed efforts of Sandburg, of course, it is an important book. It is not only well worth reading but it's a good book to own, too.

# BOTTLING UP THE U-BOATS

ATLANTIC OCEAN



NORTH SEA MINE BARRAGE — 1918

The little known story of laying the North Sea Mine Barrage and the measures used to combat the German U-Boat menace of World War I is told by the American Squadron Commander, Captain Reginald R. Belknap, USN, in "The Yankee Mining Squadron."

In World War I the appearance of prowling German U-boats in the waters of the Atlantic and the North Sea represented a major menace to the Allied nations, threatening to cut off the flow of troops and supplies to Europe. Helping our Allies offset this powerful undersea force the United States Navy turned to and came up with certain countermeasures: it built a number of new destroyers and submarine chasers; it developed a more effective depth charge; it put into use "V-guns" which tossed the depth charges overboard two at a time; it perfected its submarine listening devices; it worked out a thorough system of convoy protection (See the Book Supplement for January 1953) — and, with the British, it laid the North Sea Mine Barrage.

Whereas the other measures were designed to meet and defeat the U-boat in battle, the purpose of the Mine Barrage was to prevent the German undersea craft from ever getting into the Allied logistic bloodstream in the first place — or if they were already there, from getting back to their base again.

That the barrage was a success is shown by an official

summary of the antisubmarine operations which gives the mines the highest credit next to the improved depth charges for the neutralization of the German submarines. The evidence of its success is not only the number of German boats caught in its lethal web, but also the fear struck into the hearts of German submariners that eventually led to a mutiny of submarine sailors at Wilhelmshaven.

What was the Barrage? Actually, it was a series of separate mine fields laid side-by-side and end-to-end across the neck of the North Sea. The mines were laid in a predetermined pattern and at predetermined depths designed to present the maximum destructive potential to a submarine trying to force its way through.

The barrage laid down by both British and American layers contained some 70,000 mines and spread over a field 230 miles in length, 25 miles wide, and extending downward in places to 240 feet. The U. S. Mine Squad-

From *The Yankee Mining Squadron* by Captain Reginald R. Belknap, USN, published by the U. S. Naval Institute with copyright date of 1920. Reprinted by permission of the copyright owners.





NAVY MINELAYING VESSELS proceed in two columns of four ships each to expedition in the North Sea.

ron, operating out of Inverness and Invergordon, Scotland, was made up of the converted cruisers USS San Francisco (flagship) and USS Baltimore and eight merchantmen also converted to minelayers, the Roanoke, Housatonic, Canandaigua, Canonicus, Quinnebaug, Saranac, Shawmut and Aroostook. The U. S. squadron laid three-fourths of the total number of mines in the barrage.

The usual method of operation was for the Squadron to sortie out of the harbor, steam up to the mine-line and form a line abreast, the laying ships 500 yards apart. The "second string," which would pick up when the first ships were out of mines, would take their place one alongside each of the laying ships. Ahead of the entire formation steamed a destroyer escort whose job it was to look for a possible enemy minefield laid in anticipation of the Allied mining efforts. In this formation, the Squadron would lay down a field, marking it at the end with a buoy and flag.

We pick up the narrative as the Squadron lies in the harbor at Inverness, ready to depart for its first operation.

THE eve of our first departure was drizzling and misty.

Attempts for some advance sleep were of no avail — too much pressure had directly preceded. When 11 o'clock came without sign of the two ships due from the inner anchorage in Beaulieu Basin, we in the flagship wondered why. The tide was falling, another half hour passed — would they never come? Signals and radio failed to get through. Very soon, if not already, they would be unable to pass through the dredged channel. At last, near midnight, they appeared. The pilots had been delayed through a misunderstanding on shore, in itself slight — but it was a narrow escape from being 10 hours late, which, on our first operation, would have made a bad impression, without and within.

The start is made without signals, all dark and noiseless on board, except for the rumbling chain as the ship gets underway. As the *San Francisco* heads out slowly, one after another the signal quartermaster reports the other ships underway and following. We take two-thirds speed now. The full number of lookouts are at their stations and warned to be alert, and the men are now sent to the battery, making a little stir for the moment, then quiet falls again. Fort George shows the signal for an open gate, we increase to standard speed, and as the second ship passes out through the submarine net, they all form single column astern and close up — to 500 yards apart.

Fifteen minutes more and we see long, low forms slinking against the dark background of North Sutor. Those are the escort destroyers, going out to form a screen. Close

following them we make out larger, higher, moving shadows — our detachment from the other base — one, two, three, four—five! *All there!* The detachments are so timed that they reach the junction buoy at the same moment, and the whole squadron stands on, without pause, together, 10 ships in two parallel columns, 500 yards apart. Ahead and on either side are four destroyers, 12 in all. No signals, no lights, no sound but quiet tones on the bridge and the swash of the water overside. Three miles along, the water deepens to 60 feet. A screened flash from the flagship to the opposite leader and the squadron, all together, slackens speed, to get out paravanes—those underwater, outrigger-like affairs which guard against anchored mines in one's path. Only a few minutes, then up each column comes the sign "yes," passed by ships in succession — another flash from the flagship, and we resume standard speed again, keeping on, out Moray Firth, through the one-mile wide channel, which is swept daily for mines.

Off Pentland Skerries, near John O'Groat's House, we turn east, and here as we pass, the supporting force files out of Scapa Flow — six light cruisers, then a squadron of battle cruisers and another of four battleships, each squadron screened by six destroyers. Very impressive are these great ships, majestic in movement, as they sweep off to the southward and eastward, disappearing in the morning haze, which magnifies their towering bulk.

The British Minelaying Squadron is out, too, four ships with a joint capacity of 1300 mines, but we do not meet. Though protected by the same heavy squadrons, we work independently, in different areas. They are bound this time for the section near the Norway coast, Area C it is called, while we are to begin at the southeastern corner of the middle section, Area A, and work to the westward.

Straight over to Udshire we go, a small island off the Norway coast, the nearest good landmark from which to take a departure for the minelaying start point. We make Udshire Light near 11:30 p. m., close in to about 11 miles distance, turn north for a sufficient run to give a good fix, and then head off-shore. Accurate determination of the minefield's position is necessary for use in laying another field close by subsequently, and also for the safety of the vessels sweeping the mines up after the war. There must be steady steaming and steering, with a minimum of changing course—no hesitation, no trial moves, for neither the time at disposal nor the submarine risk will permit.

All goes smoothly until the turn to head off-shore, when one destroyer crosses too close under *San Francisco's* stern

and cuts her "taut wire." This is fine piano wire, furnished in spools of 140 miles of wire, the whole weighing one ton. A small weight would anchor the end to the bottom, and then a mile of wire meant a mile over the ground without question.

The wire is soon started again, and as the *Baltimore* is running her wire on the other flank, and the weather is clear enough for good navigational bearings and star sights, no harm is done. We head for a position seven miles in advance of the start point, so that the squadron may turn together to the minelaying course and have still a half-hour in which to settle down.

It is a busy night and early morning, keeping the ships in formation, verifying the navigation, keeping a keen lookout in every direction for submarines — we are now in their regular route — going over the mines for final touches and making other preparations necessarily left to the last. About 4 o'clock, Lieut. Commander Cunningham, the flagship's navigator, reports that we shall reach the start point at 5.27 a. m. Captain Butler and I check his figures, and at 4.27 the signal is made that minelaying will begin in one hour. The crews go to mining stations, to see all clear and then stand by. In the flagship we watch for the reports of readiness. Ship by ship they signal in the affirmative. They are ready, every one.

Now the last turn has been made and the signal is flying to begin laying in seven minutes. The ships are formed in a single line abreast, speeding toward the start point — like race horses when the starter's flag is up. It is a stirring sight.

No ship is off the line by so much as a quarter length. Commander Canaga stands with watch in hand — "two minutes, one minute, thirty seconds, fifteen?" He looks up inquiringly. A nod — all right. "Five seconds — haul down!" Up go the red flags on the first ships to plant, the sign that their minelaying has begun, and word comes from the flagship's launching station at the stern, "First mine over." All well so far.

The minelaying now runs entirely by the time table. Each ship gives her successor five minutes warning and, as her last mine dives overboard, shows the signal "Begin minelaying at once; I have suspended." The successor begins accordingly, showing her red flag. The staff officers on board the *San Francisco* watch for these signals, comparing the times with what they should be, and counting also the seconds elapsed between the launching of successive mines, from the ships whose sterns we can see.

The hardest task is on board the *Housatonic* — a new ship, with a new mining installation, of type untried in service, and a crew inexperienced in minelaying — dropping 675 mines without intermission, 1 every 11½ seconds, during 2 hours and 10 minutes. Her mate is standing by, ready for any interruption, but the *Housatonic* completes the task without a break — making a world record, a continuous line of mines, 28 miles long. On a later occasion, the *Canonicus* planted 860 mines in 3 hours 35 minutes, an unbroken line of 43 miles.

About 20 minutes after planting began, an explosion was felt and a geyser seen astern. A few minutes later the same occurred again, and other explosions followed, at varying intervals and distances, some just visible on the horizon. Others which were nearer, as evidenced by the sharpness of the shock, threw up no geyser, indicating that they were at the middle or lowest depth.

In the proof tests held off Cape Ann in April, it had

been observed that a mine at the middle level, 160 feet submergence, made no surface disturbance when detonated, until 8 seconds had elapsed, and then only as much as the wash of a light swell over a submerged rock. At the deepest level, 240 feet submergence, a detonation produced no more surface upheaval than there is in a glass of well iced champagne. The ship being about 800 yards away, the shock was heavy and sharp. The water surface all over could be seen to tremble with the shock, but directly over the mine itself, when, after 27 seconds, the gas came up, there was no more surface disturbance than a pleasure canoe could have ridden with safety. A slick on the water would follow, but this could not be distinguished at much over a mile distance nor at all if there were a white cap sea running.

Surprising enough on deck, where one could see, that first explosion must have startled the men in the engine room, in the coal bunkers, and on the lower mine decks. The blow rings sharper down there, where resulting damage, in broken pipe joints or started boiler tubes, might be expected first. Whether gun, torpedo, or mine, however, it is all one — the duties go on just the same.

As the mines on the launching deck move slowly aft, those on lower decks move forward, to the elevators and up. Working spaces are cramped, passages narrow, bulkhead doors closed wherever possible. At the right time, a door will be opened, the portable section of mine track adjusted, the mines in that compartment hauled out, and the door closed again water-tight, all as quickly as possible. Close, hot, foul with oily steam and seasickness — it is sweating, disagreeable work below decks. But complaint is nowhere in the ships. The feeling is well expressed by one man, writing home:

"When the first mine went over, I had a curious feeling of exultation. The fear, the perils, the uncertainties that surround our work, slipped from me like the foolish fancies of a nightmare. There, at last, was a nail in the Kaiser's coffin. Come what might, I had justified my existence. Had the whole German High Seas Fleet appeared in the offing, I am sure I should have gone to my battle station with a shout of glee."

Mines for the open sea in great numbers, moored "flying" — that is, by ships steaming at considerable speed —

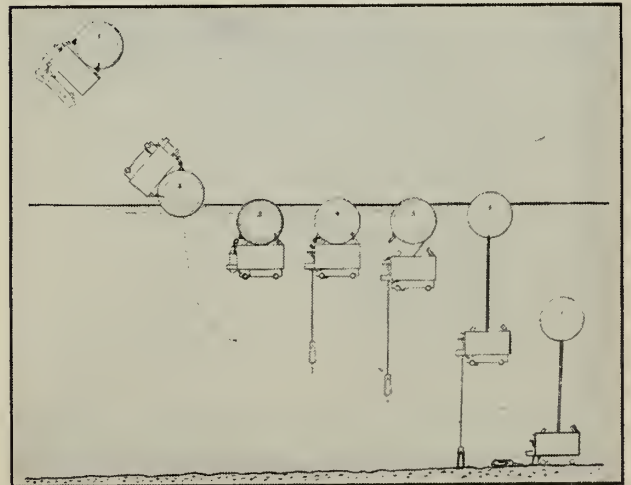


DIAGRAM shows sequence of operations from time mine is launched until it is 'anchored' beneath the sea.





OFFICERS and men turn to as mines are 'planted.'  
Housatonic dropped 675 mines in two hrs., 10 min.

need anchors with automatic depth regulation. Such mechanism had undergone important changes during the war, and the new American mines needed all the improvements, to make sure to plant at the intended level. They were to be much deeper than ever attempted before, and also in deeper water.

A submarine mine of to-day consists of a mine case, shaped like a ball or eggs, about one yard in diameter, mounted on an anchor in the form of an iron box about 30 inches square connected by a wire rope mooring cable about  $\frac{3}{8}$  inch in diameter. The mine case contains the charge of high explosive — 300 pounds of TNT in our mines — and the firing mechanism. The combination stands about 5 feet high and weighs 1400 pounds. Four small car wheels on the anchor run on steel tracks, allowing the mines to be easily moved along the decks to the launching point.

When the mine dives overboard, the mine and anchor come to the surface and float for a time, still held together, part of the mine case above water. Outside the anchor is a 90-pound plummet, containing a reel of  $\frac{1}{8}$ -inch diameter steel wire "plummet cord," made the same length that the mine is to be below the surface. Thus, if the mine is to be 160 feet beneath the surface, the cord is made 160 feet long. The plummet drops off when the mine goes overboard, unreels its cords, coming to end with a jerk that trips the slip hook which holds the mine and anchor together. The pull on the cord also lifts the latch on the reel inside the anchor, allowing the mooring wire to unwind. The nearly solid plummet tends to sink faster than the more bulky anchor, thus keeping the cord taut until the plummet strikes bottom. The cord then at once slackens, releasing the latch, locking the reel, and preventing any more mooring wire unwinding. The anchor, continuing to sink, pulls the mine under until the anchor strikes bottom. The mine is thus finally moored always at the desired depth beneath the surface, no matter how irregular the ocean bed may be. The mine cases are buoyant enough to pull straight up from their anchors ordinarily, but in a current they are swayed away from the vertical, which dips them down somewhat deeper than intended. For this reason, any locality where the currents are strong is unfavorable for a minefield — one of the difficulties the British Navy had to contend with in closing the Dover Strait.

Ten ships laden with high explosive, navigating in mine-swept channels, in submarine thoroughfares, and near minefields beyond sight of fixed marks — compactness of the minefield demanding that the layers steam as near together as safe — necessity for keeping together in

fog, darkness, or submarine attack — these were the conditions governing our tactics.

From assembly at the buoy until the return to it after the excursion, the *San Francisco*, leading the squadron, would maintain a steady pace, sometimes increasing to make up for adverse current, but rarely slackening speed for anything. The squadron's position was frequently compared with the time schedule, and no effort was spared to carry through the excursion with precision. There was time enough, we had speed enough, but none too much of either, and the whole body felt a constant urge toward a direct and clean-cut movement out to the field, over it, and back to the base.

Stretched in two mile-long columns while in mine-searched water, which were comparatively narrow, the formation would widen and shorten upon reaching the 50-fathom line, so as to diminish the depth of the target offered to a submarine. Approaching the mine start point, the vessels would take the relative positions which they would occupy when the mining was begun — not too soon, because such a formation was unwieldy, and if maneuvering into position involved much turning, the formation would become disordered. The 10 vessels were of five different types, with different handling qualities and having very small speed reserve with which to regain lost position. On the other hand, the change had to be made early enough for all vessels to get settled in station, at standard speed, before the minelaying began.

As the planting progresses, we had to make use of large, lighted navigation buoys, planted in the open sea, obviously for our use. The British had warned us, from their own experiences, of the enemy's habit of moving all such buoys whenever seen, or planting mines near them — sometimes doing both. Working far away from the nearest landmark, we would pass close to these buoys in order to determine the position of the mine start point accurately. Against enemy mines which might be around the buoys, our paravanes were counted upon for protection, but here came in a complication. While paravanes would protect against ordinary mines, they actually increased the risk from any of our mines which they might touch. To keep the paravanes out until after clearing the buoy, then take them in before approaching one of our fields, would have been simple enough, but for the necessity of maintaining steady speed and course from the buoy to the mining start point, which precluded slowing down to take the paravanes in. Since the risk could be measured from our own mines but not from the enemy's, the paravanes were always kept in use.

Pressure of time and division of the ships between two bases while in port limited the tactical training of the squadron to what could be done while crossing the Atlantic and while going to and from the minefields. The special equipment to facilitate accurate station keeping which is usually found in men-of-war was lacking in these ex-merchant vessels. They had comparatively small rudders, and the nice regulation of steam to the engines, necessary for steady steaming in company, was very difficult with their deficient means for that purpose. Moreover, on the first excursion by the complete squadron of 10 vessels, four of them took part for the first time. The excellent performance of the squadron as a whole was all the more remarkable.

Passing through the mark buoys, which the sloop *H M S Laburnum* pointed out, the squadron, formed in three

lines abreast, stood on beyond, to allow distance in which to steady down on the reverse course, then turned ships 90 degrees right together, by divisions in succession. This evolution formed the squadron in a single column which steered about SSW, until within two miles of the previous minefield. Two of the 10 vessels were on the right flank, so that a second, simultaneous turn, ships right, brought the squadron into the planting formation, consisting of a line of eight ships abreast, stretching a mile and three-quarters, the remaining two in an advance line, 500 yards ahead, with three miles still to go, allowing 15 minutes time in which to settle down, before the order to begin planting. The execution of the operation was seamanlike to a degree, and the alignment, distance keeping, and handling of the vessels, in approaching and on the planting line, were excellent throughout.

It would have widened the field unnecessarily to disperse all 10 ships abreast. The advanced ships would ease back into the main line as soon as two of the eight ships directly astern had finished their minelaying and speeded ahead, leaving vacancies. Ample time was allowed to do this slowly, before their time came to plant, so as to avoid the extra demand on their engines which might be caused by dropping back too fast. The ships were neither new nor decrepit, but there was no excuse for taking unnecessary chances of spoiling a good performance by the squadron as a whole. Steady steaming and steering were important for safety — as well as for regularity of the mine-spacing.

An early care while fitting out had been to organize and train a good lookout service. This duty is a severe tax on the men, and when, time after time, they see nothing suspicious, they tend to relax. Fearing this, as we had yet seen no submarines, barring an alarm on the first excursion, a special warning to lookouts was issued, which, fortunately was well supported on our next trip. A beautiful, peaceful evening off the Orkneys was rudely interrupted by messages from three different sources within the space of a minute, reporting a submarine estimated to be a half-hour ahead of us, outbound, making for Fair Island Channel. Taking no chances on its having innocent intentions toward us Captain Godfrey turned his flank destroyers outward and bang! bang! went four depth charges, and four more on the other side — just to let the sub know he might expect a hearty reception. The *Aroostook's* siren then shrieked for "torpedo to starboard!" the ship charging ahead across another's bows, and the *Housatonic's* steering chain took that occasion to break. Serenity was gone, for a time at least, but being in a swept channel, there was small choice for maneuvering. All we could do was to shorten up our formation before dark shut in and trust to our escort and a good lookout.

In the event of a submarine appearing, our role was to make off, leaving the attack to the destroyers and being careful not to harm them by our own fire. The escort was prepared to engage its own kind, as well as submarines, and even to make a sacrifice attack on light cruisers, to assist our escape under cover of a smoke screen, but our moderate speed — 15 knots at best when keeping together — and the small number and caliber of our guns, made us rather helpless against an enemy cruiser's long-range, 6-inch gunfire and high speed.

Altogether there were 13 regular excursions and two special ones by the American squadron, and 11 by the British squadron. In all, 70,117 mines were planted, of which 56,571, or four-fifths, were American. In its 230

miles length, the barrage varied in width from 15 to 35 miles, so that a submarine could not attempt a crossing without being in danger for from one to three hours, or twice as long, if running submerged. The obstruction extended to depth of 240 feet, except over the eastern section of 50 miles length, where the deepest mines were submerged 125 feet.

In small fields, of a few score or hundreds of mines, laid piece-meal by fixed marks, the mines in adjacent lines are usually "staggered," so as to halve and block the opposite intervals, but in an open-sea minefield of immense area, far beyond sight of any marks and laid at 12 knots speed or faster, no such nicety is possible or necessary. The great Northern Barrage opposed from six to 10 lines of mines to a submarine on the surface and three to four lines more at whatever depth the submarine might think he could safely pass. Absolute impassability never was attained nor expected. At the thickest part a submarine had one chance in ten of getting through. The explosion of defective mines had left some thin spots — but who could tell where? Such a minefield is not so much like a Chinese wall as it is like a stretch of rough, treacherous country, whose crossing would always be a desperate venture.

Submarines are known to have crossed the barrier, but they all feared it, and as early as 8 July 1918, some experienced its deadly effect. From the very circumstances of the barrier's great extent and the absence of observers, the full toll, in damage as well as destruction, may never be known. The official statistics of lost German submarines, compiled March 1, 1919, credit the Northern Barrage with the destruction of four submarines certainly, two more probably, and possibly still two more. An equal number were severely damaged, though not destroyed, and it is considered probable by the British Admiralty that the loss of five other submarines, the cause of which cannot be definitely proven, is accounted for by the Northern Barrage. Thus by reliable records, the toll was 17. Indications during the sweeping up of the barrage tend to confirm this. Besides these, to the squadron's credit, should be added the two submarines reported lost in the North Irish Channel, in the field which consisted of British mines laid by our *Baltimore*.

It would be interesting to know what proportion of the submarines that passed the line of the barrier were harmed by it, but the effect upon the enemy went far beyond such tangible injuries. Every successive case of being damaged yet escaping destruction would increase the moral effect, and magnify the number of losses that would be attributed to the barrage, as other submarines failed to return. Official summaries rate depth charges first, mines next, in importance among the five most effective measures against submarines.

Actual serious damage to submarines, in amount comparing well with that done by patrol and escort vessels in thrice the period of time, panic among submarine flotillas, probable deterrence of cruiser raids, and considerable moral effect at home and abroad — these results were well worth while. And is it not more than probable that the barrage weighed heavily toward the German collapse? Imperfect though it was — expected to be so in its first consideration — still, there it stood, a deadly menace already, which could and would become more and more effective, the more the submarine campaign was persisted in. That campaign could not hope to survive it.



# TAFFRAIL TALK

ALL readers of ALL HANDS know we try to impress on Navymen the importance of the widest possible distribution. To do this, we have been printing a monthly cartoon emphasizing the magazine should be read by 10 men. Little did we expect this result:

## THE TENTH MAN

"uss *Fulton* (AS 11), FPO, New York, N. Y. (Reprinted from the "Tender News") — Another serious case of nervous breakdown reported to the Sick Bay yesterday. The man, Thaddeus Bipple, SN, had no apparent reason for this crackup — no conflict with shipmates or trouble at home. Yet here he was, a mentally stable person two days ago, and an obviously frustrated individual today. Why?

"The case would not be noteworthy in itself except that Thaddeus is only one in an unduly large number of such breakdowns. In fact, similar neurotic outbursts are steadily increasing throughout the Navy.

"I believe I know the answer.

"The clue came from the lips of Thaddeus himself prior to reaching his snapping point amidst continual incoherent ravings. His last intelligible words were, I quote, '... I was the tenth man ...'

"Seemingly steeped in mystery at first, his cryptic words became clear after my strange encounter with Zachary Riboflavin.

"I first saw Riboflavin on the 02 deck starboard side glancing about himself with bird-like rapidity. The man was clearly in an emotionally perturbed state. Approaching him I discovered a copy of ALL HANDS clutched in his fist while he muttered, '... I'm the tenth man. I'm the tenth man.'

"Suddenly I saw with lucid certainty the answer to Seaman Bipple's breakdown and Riboflavin's imminent hysteria, for circled in red on the cover of ALL HANDS was the inscription: 'This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG.'

"The frustrations were obvious. ALL HANDS states that it should be passed along for 10 readers, — BUT DOES NOT SAY WHAT THE TENTH MAN SHOULD DO WITH IT.

"Every tenth man in the Navy is faced with the problem of what to do with this white elephant: Should he pass it on, or should he keep it. If he passes it on, perhaps he is violating some Naval Code of Military Justice law, or perhaps the 11th man has already read it thereby causing unnecessary expenditure of effort. If he does not pass it on, perhaps he is depriving some unfortunate person of the chance of seeing ALL HANDS. In short, if he passes it on, maybe he should have kept it; if he keeps it, maybe he should have passed it on.



"I therefore voice the plea of tenth men everywhere: WHAT ABOUT THE TENTH MAN?

"This question must be answered else we face the eventual neurosis-produced destruction of 1/10 of the U. S. Navy." — William Paradowski

BuPers and ALL HANDS won't object if the tenth man passes ALL HANDS on to the eleventh and so on until its worn out—in fact, that's what we want. When it's been seen by everyone in your ship or unit, turn it over to your personnel or I&E office where copies are kept on file. Spare copies should also be kept in the library, rec hall and other community gathering places.

*The All Hands Staff*

# ALL HANDS

## THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

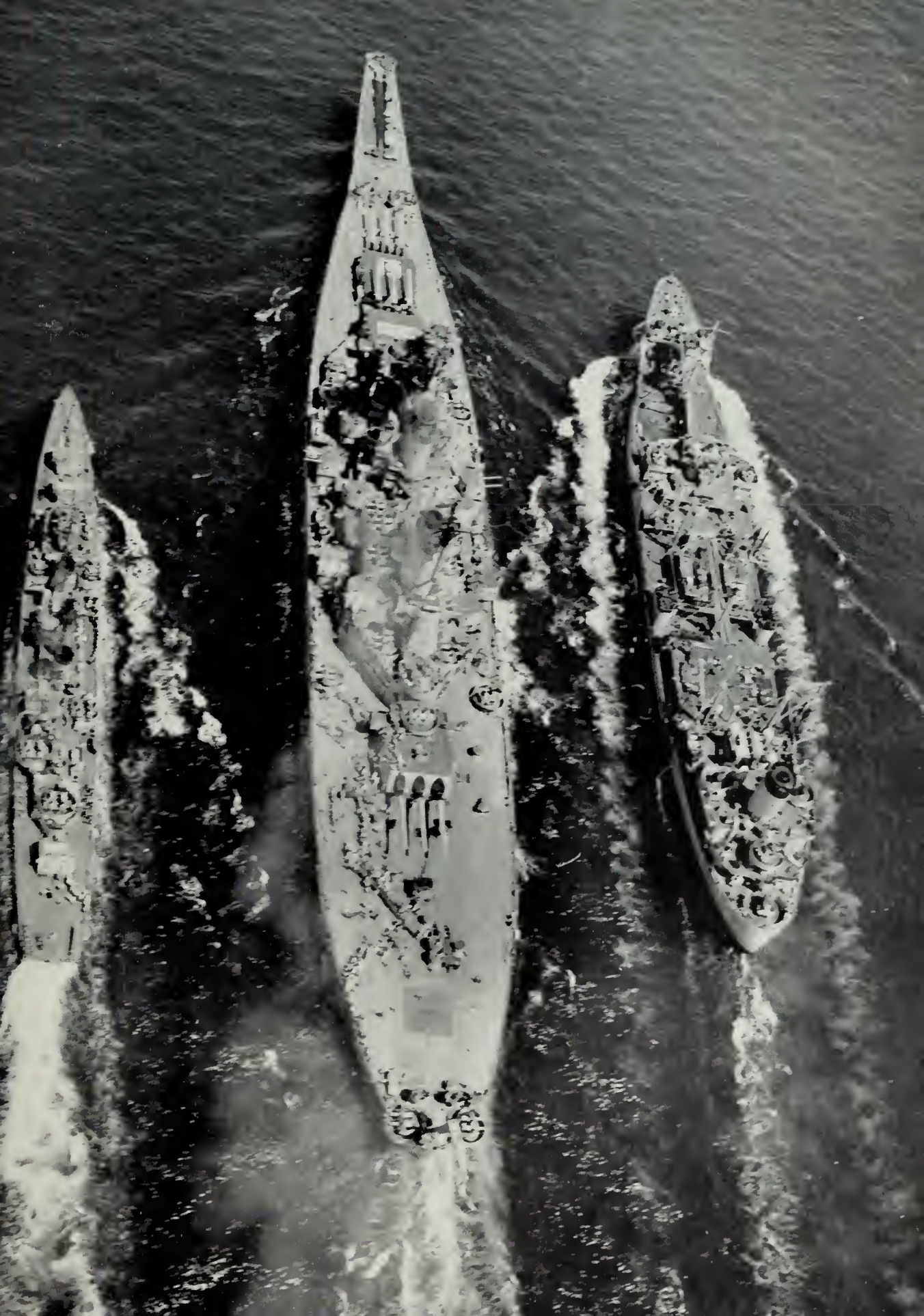
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Refueling at sea—  
USS *Iowa* (BB 61) (center) takes  
fueling lines from Navy tanker (right). De-  
stroyer (left) takes fuel from *Iowa*.







# FRAMEWORK OF FREEDOM

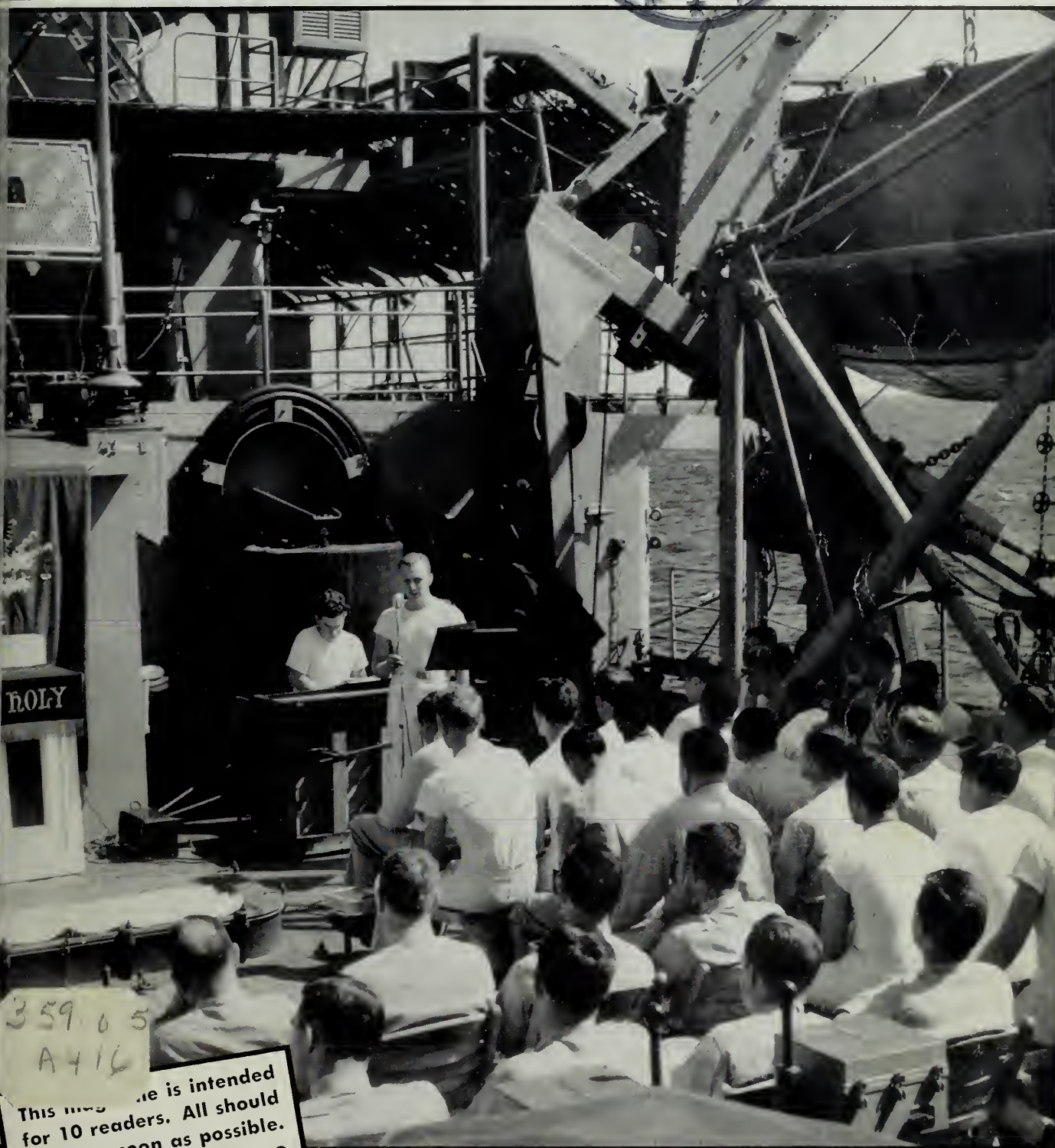


**BUY BONDS**

through the payroll savings plan

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



359.05  
A416

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

APRIL 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1953

Navpers-0

NUMBER 434

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Atomic Age Goes Beneath the Surface.....	2
The Word .....	6
Fighting Unseen Enemy with FEDCU One.....	8
Sailors Meet Lots of Interesting People.....	12
Here's How a Drill Unit Operates.....	14
Navy Mail Call .....	17
Navy 'Men of Mars' — On, Over, Under Water..	18
Servicescope: News of Other Services.....	20
All-Navy Sports Program Gets Under Way.....	22
Morning Orders .....	24
Letters to the Editor .....	25
Special Feature	
Teamed Together for National Defense.....	31
Chart: Organization for National Security.....	32
Today's Navy .....	35
Bulletin Board .....	42
Points Determining Advancement in Rate.....	42
Legislative Round-Up .....	44
Navy Schools and Courses Produce Expert	
Sailors .....	46
Directives in Brief .....	57
Book Reviews .....	58
Book Supplement: Prison Camp Escape: 1918....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor  
Jahn A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blasdel, Reserve

• FRONT COVER: Easter services were attended by crewmen on board *uss Taconic* (AGC 17) while en route to Norfolk last year. Richard Pallak, CSSN, is seen singing during service.

• AT LEFT: Navyman gets an exciting, but safe, ride during transfer by highline between a tanker and *uss Missouri* (BB 63).

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



# Atomic Age Goes Beneath the Surface

IN 1800 several representatives of Napoleon Bonaparte watched a wooden-hulled "submarine" maneuver about the mouth of the Seine River. What they were seeing was a demonstration of the American Robert Fulton's *Nautilus*, a three-man submarine. Propulsion for this craft was furnished by a hand-cranked propeller and an umbrella-like sail.

The French liked Fulton's craft and voted him 10,000 francs for improvements. But even with refinements, Fulton realized that he was still a long way from an effective means of submarine propulsion. Returning to America, he turned his attention instead to the study of steam for ship-propulsion power. These experiments led not to another submarine at all, but to the steamer *Clermont* and world fame.

Till the last, however, Fulton was keenly interested in submarines. As a matter of fact, when he died in 1815 he was working on an 80-foot long submarine which would be driven by steam.

Fulton had touched on three possible forms of submarine propulsion—but they were three out of many. In all, submarines have been driven by more types of propulsion probably than have any other type of craft. And now, with two atomic-powered submarines on the building ways, nuclear power promises to add yet another.

Through the years submersibles have been propelled by—

- Hand cranked propellers.
- Hand cranked wheels riding on the ocean floor.
- Collapsible sails.
- Steam engines using steam pre-stored in flasks.

- Steam engines using stoked fires.
- Gasoline engines.
- Electric storage batteries.
- Diesel engines.

Today—and as they have been for the past 40 years—Diesels are the main form of submarine propulsion and every U.S. sub has them. Diesels can drive our fastest subs more than 20 knots on the surface and 15 knots submerged. They do all right when it comes to endurance, too. Not long ago, *uss Pickerel* (SS 524) made a submerged run of 5200 miles from Hong Kong to Honolulu. Air for *Pickerel's* engines for this 505-hour run was supplied by her snorkel which rode at the surface.

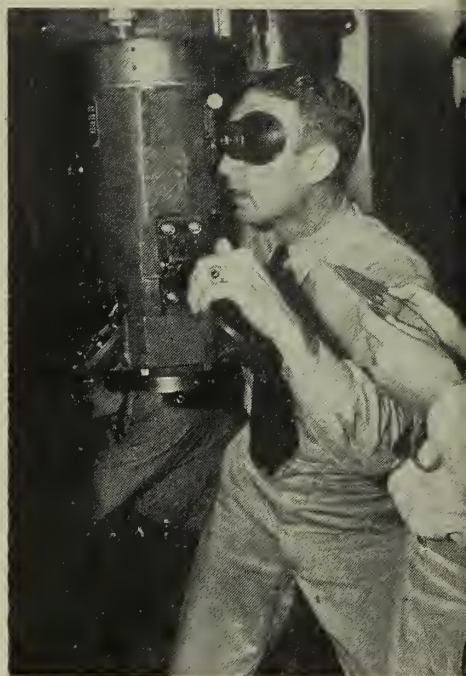
To get an idea how far submarine propulsion has come in 150 years, it is necessary only to compare two submarines named *Nautilus*. Hull-down in the past there is Fulton's sail-rigged, hand-cranked craft. Just over the horizon, in the future, there is the sleek nuclear-powered SSN 571, now taking shape at Groton, Conn.

Considering the primitive conditions, Fulton's brave little craft got along rather well. Moved along by hand power, it made a submerged run of 50 yards in seven minutes. It could descend to 25 feet and stay there an hour.

In contrast, according to Rear Admiral Homer H. Wallin, USN, Chief of BuShips, the new *Nautilus* will have the following capabilities:

- The nuclear-powered *Nautilus* will be able to stay at sea and beneath the surface of the sea for months without refueling. She will be able to move vast distances without once showing herself.

- *Nautilus* will have speed enough



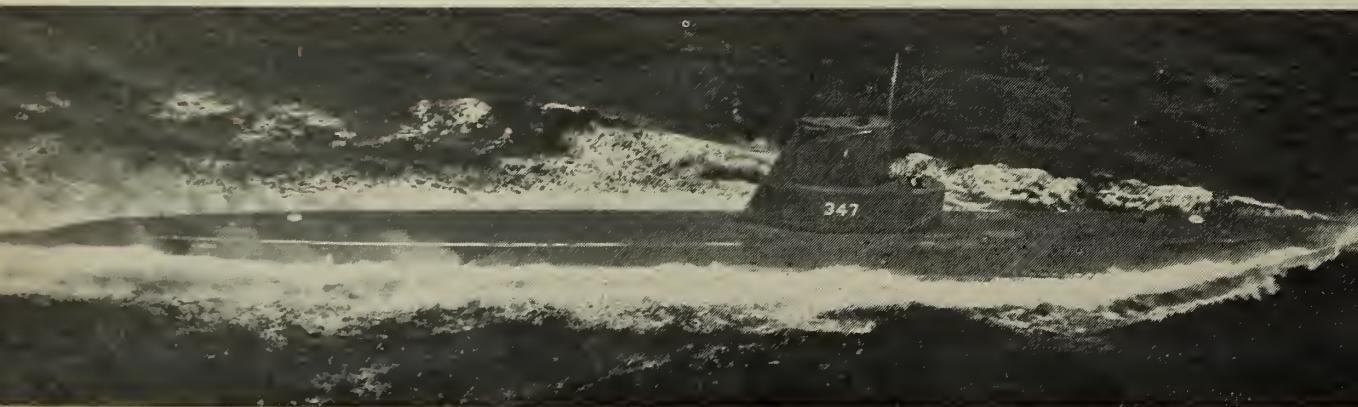
EYES GLUED to periscope, officer estimates 'enemy' ship's course before ordering torpedo launching.

to engage any surface craft and endurance enough to continue the chase indefinitely. The submarine will be able to cruise deeply and silently so that any enemy will have great difficulty locating her and even greater difficulty damaging her. There will be no throbbing of engines, no exhaust bubbles, no surface wake to disclose the submarine's movements.

In short, anything a conventional submarine can do, an atomic-powered submarine would be expected to do better.

Many persons probably have an

USS CUBERA (SS 347) cuts through the water at fast clip. Modern subs are far cry from early hand-powered craft.





idea that such an "atom sub" will carry a "little black box" in which atoms will be exploded. And that the explosions will somehow drive the ship. Not so.

Actually a large part of the SSN's power plant will be similar to components found in ordinary surface ships—particularly those having to do with transferring steam energy through turbines and gears to the propellers. The big difference between SSNs and the guppy or fleet types of today will lie in their source of power.

The guppy, of course, uses Diesel engines for its main power source. In this method, the burning oil drives the engines which are coupled to generators. The power from the generators is applied to main motors directly connected to the propellers. When submerged too deeply for its snorkel to breathe air, the ship's electric storage batteries take over and electric energy from the batteries, translated through main motors drives the propellers.

On the other hand, *Nautilus* and her sister submarine, *uss Sea Wolf*, will use atomic energy as their power source. If there is any "little black box" involved, it is the not-so-little reactor. This is an Atomic-Age apparatus that releases atomic energy at a controlled rate.

*Nautilus* will use slow-speed "thermal" neutrons to carry out the chain reaction called atomic fission. Great amounts of heat are created in the chain reaction process.

The trick is to take this heat and put it to good use. In the relatively small space provided by a naval vessel this is no easy task. *Nautilus*' engine plant starts out by drawing off some of the heat from the reactor by means of water (coolant) pumped through pipes at high pressure. This hot water is carried to a boiler where the heat is again transferred to another water system—the feed water system.

In the feed water system, the heat is converted to steam. It is this steam that will drive the sub's high and low pressure turbines. In turn, the spinning turbines — through reduction gears — drive the propellers.

Not all the steam is used for the main drive, however. Some of it is fed to turbo-generators where it is used to produce electric current. After doing these jobs, the condensed steam is pumped back to the boiler again for re-use.



ONE OF SEVEN Adder-class 'A-type' subs, USS *Moccasin* (SS 5), commissioned 1903, weighed 120 tons, made 8 knots on surface, 5 submerged.

*Sea Wolf* will do the job a little differently in one phase of her steam plant operation. Instead of using water to take heat from the reactor, *Sea Wolf* will make use of liquid metal as her heat transfer agent. (This should give you some idea of the high temperatures involved.) Also, her "intermediate-type" reactor will use higher speed neutrons than those used in *Nautilus*' thermal type. Other than that, *Sea Wolf*'s power plant will be similar to that of *Nautilus*.

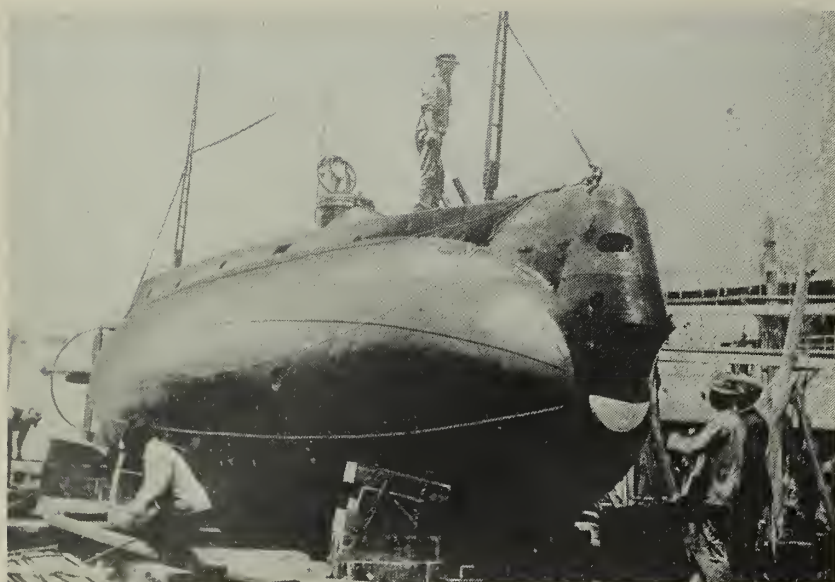
If, through an "engine failure" or because of a maintenance overhaul, the nuclear power submarine's steam plant should become temporarily inoperative, she will be able to shift to an alternate power system. As planned, SSNs will have a Diesel engine-electric battery power system similar to that of the guppy-type submarine.

To protect the crews from dangerous radiation, heavy shielding will be built around the SSNs' reactors. In



EVERY INCH COUNTS on board a submarine. Here, quartet of sailors enjoys a steaming cup of coffee as telephone talker awaits orders in background.





NAVY'S FIRST submarine, USS *Holland*, carried three short torpedoes. *Holland*, commissioned 11 April 1900, boasted surface speed of 5.7 knots.

addition, a monitoring system will be installed to sound the alarm should radiation rise unexpectedly.

For further protection, crewmen will use portable radiation-detection equipment to check corners out of the reach of the fixed monitoring units. Crewmen of *Nautilus* and *Sea Wolf* will also wear pocket "dosimeters" which will be checked regularly to insure that no man receives more than a "tolerable" radiation exposure.

Since SSNs are designed to operate under water far longer than other subs, they have an increased amount of auxiliary equipment for ventilation, air conditioning and carbon dioxide elimination.

SSNs will have another unique feature in the ability of their main propulsion plant to operate without an air supply.

"What about electric storage batteries? . . . They don't need air," you might say.

That's true, but except for a few experimental-type subs in the last century, batteries have never been more than a secondary power source. And in today's subs, batteries must be recharged from a power source calling for an air supply.

From the very earliest, air supply has been a problem in submarine propulsion.

One of the early steam types of the 1870s, prior to a submerged run, would stoke up and store steam in its boiler. It looked good on paper, but when the sub was "buttoned up" for

diving the heat made the interior unbearable for the crew.

An ingenious Frenchman in the last century tried to overcome the no-air difficulty by supplying air to the furnace with a special mixture of potassium and sodium nitrate. Also good on paper, it failed to work in practice.

In the 1880s, storage batteries began to be put to good use for submerged sub propulsion. Back then they were known as "electric accumulators" and were used for sub-surface running. Oil stoked steam engines took over the propulsion for surface running. Substitute Diesel engines for the old steam engines, leave in your electric batteries and you have the

basic power system of today's submarine.

With one type of propulsion for surface operation and another type for submerged operation, the immediate forerunner of the present-day submarine now made an appearance.

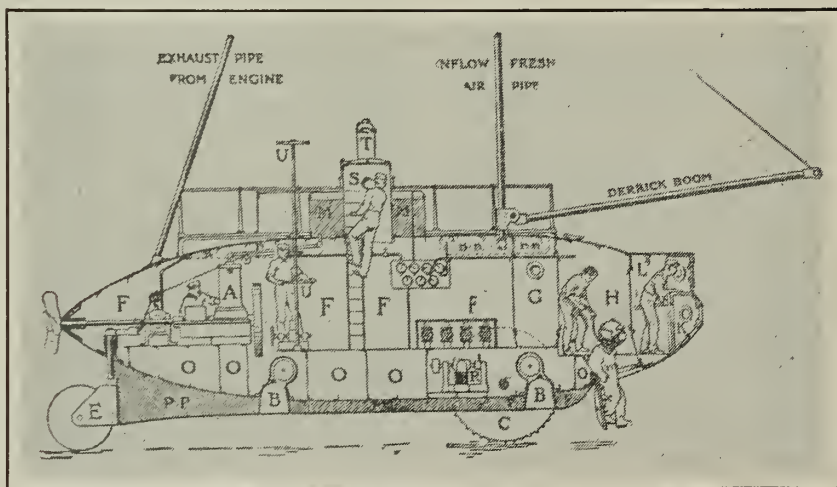
This was *uss Holland*, the Navy's first commissioned submarine and the first in any Navy to fire a torpedo. The year was 1900.

Known as a "submarine torpedo boat," *Holland* was one of the first of the then "new-type" and carried internal-combustion gasoline engines rather than the customary steam engines for main propulsion. The design of the gas engine's muffler box and valve arrangement was such that the engine was able to discharge its gases overboard. When it submerged, *Holland* shifted to electric motors supplied by 60 electric storage battery cells.

Little *Holland* was a success and the Navy in 1903 commissioned seven more of a similar design. Designated the *Adder*-class or "A-type," each weighed 120 tons, made eight knots on the surface and five knots submerged.

Advances in design and operational ability now started to come fast. The "B-type" boats of 1907 could make eight knots submerged. The "C-type" of 1909 brought in twin-screw drive and stepped the surface speed up to 11 knots. Last of the gasoline powered craft was the "D-type" of 1910. These could make 13 knots surfaced and 12 submerged.

Diesel engines were first used by the Navy on the "E-type" submarines of 1912. The Diesels were a big im-



LONGITUDINAL SECTION of 'Lake submarine boat,' *Argo*, shows tiny living quarters, hatch for divers, and wheel for propulsion on undersea terrain.



provement over the “rock crushers”—as the preceding gasoline engines were dubbed. For one thing they eliminated much of the physical discomfort from fumes and exhaust gases of the gas jobs. The E-boats were good operational boats, too, fast for the period and long on cruising range. The first of her class, the E-1, is considered the smallest submarine to cross the Atlantic under its own power. She did this early in the war.

During World War I, U.S. submarines had patrol as their primary mission. Serving in European waters with the E-boats were boats of the K, L, and O classes of 1914, 1916 and 1918.

Interest in research and development of submarines was greatly stimulated during this wartime period. And research after the war was given a boost when six of Germany's most modern U-boats were given to the U.S. Navy.

Historically speaking, the period from the end of World War I to the end of World War II was one of improvement on the existing product. Another large step forward came in 1946, however, when American subs began to mount the Dutch-designed, German-improved snorkel. To modern submariners, the word “*snorkel*” is almost always associated with the word *diesel*. Here's why.

The purpose of the snorkel is twofold. Not only does it supply air for the diesel engines and the crew, but it exhausts the diesel engine exhaust gases external to the pressure hold. The snorkel consists of two tubes. One, the air intake tube, protrudes above the surface. The other, the exhaust tube, terminates slightly below the surface. The air intake tube is topped with a “head valve” which closes automatically if the submarine begins to dive deep, thereby preventing flooding of the submarine.

For deep cruising, propulsion is taken over by powerful electric batteries which are charged by the diesels when the sub is surfaced or running shallow.

It is this combination of air-breathing diesels and electric batteries that enables the 1600-ton, 262-foot long *Tang* class subs of today to make improved surface and submerged speeds.

In other respects the Navy's submarines have gone forward as follows. Their surface horsepower and submerged horsepower are greater than the 50 horsepowers (both sur-

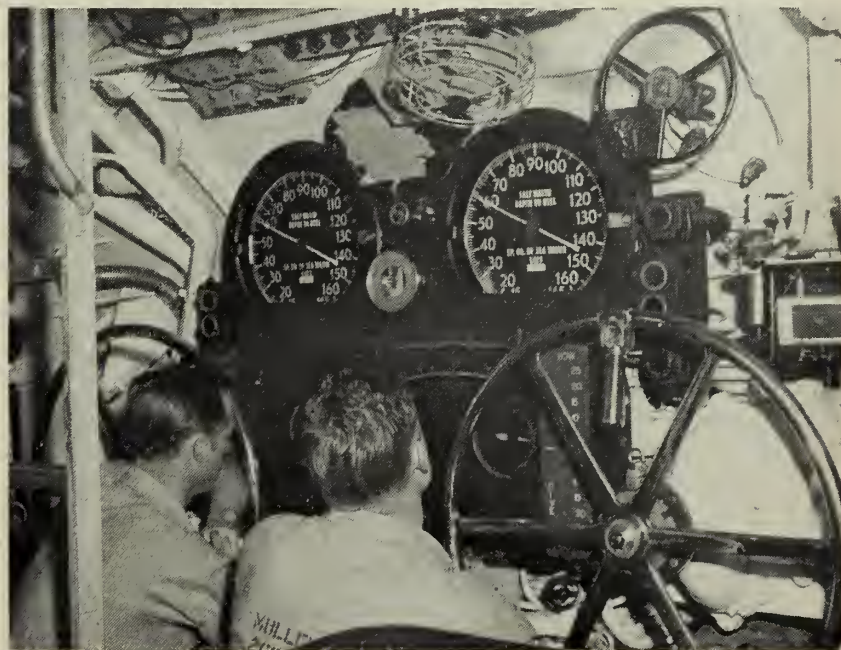


**SAILOR STUDIES** for upcoming advancement in rating exam while his buddies relax in card game in submarine's combination mess and recreation room.

faced and submerged) of the first submarines. Crew size has increased from nine or 10 to more than 80. Torpedo armament has jumped eight-to-10-fold. And where a 60-foot dive was the limit for *uss Holland* of 1900, the latest types are designed to go much deeper. Living conditions have improved immeasurably. As for cruising range, the latest types can cruise some 25 times the early distances.

Of all these factors perhaps the

most difficult to improve upon in ship design is speed. In these years speed has increased only three times. Cruising range would probably come next. These two are factors which the Navy's submariners will look forward to during the sea trials of the abuilding SSNs. If all goes well, the nuclear subs will put the gas-burning A-boats of 50 years ago in a class with *Fulton's* sail-driven submarines.—W. J. Miller, QMC, USN.



**MEMBERS** of crew of *USS Guavina* (AGSS 362) watch gages as submarine cruises at depth of 60 feet beneath surface near San Francisco's Golden Gate.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CLAIMS FOR PERSONAL EFFECTS**—A new law makes several changes in the Navy's authority to consider claims of military personnel and civilian employees of the Department of the Navy for damage or loss, destruction, capture, or abandonment of personal property occurring incident to their service, or authority to replace such personal property in kind.

The Military Personnel Claims Act of 1945 as amended by the 82nd Congress imposes a \$2,500 limit on any one claim and authorizes new claims arising since 7 December 1939 to be submitted within two years from date of damage or loss or by 3 July 1953 whichever is later. However, it also authorizes reconsideration of claims disapproved because of late filing, or where survivor previously acquired no right of recovery—provided that written request is made by proper claimant before 3 July 1953.

The law also points out that claims covering loss of personal effects by deceased Navy personnel must be submitted by their survivors before 3 July 1953, if the death and loss occurred prior to 3 July 1952.

The law further permits consideration of new claims and the reconsideration of claims previously submitted but not approved, where the loss of property was concurrent with or subsequent to the Navyman's death on or after 7 December 1939.

Payment may be made to a surviving spouse, child or children,

father and mother, or brothers and sisters of the deceased in that order of precedence.

Where serviceman's death and loss of personal property occurs after 3 July 1952 claims must be submitted within two years after the date of death.

Claims forms should be requested from the Chief of Naval Personnel (Attn. Pers E3), Department of the Navy, Washington 25, D. C. The claim form and specific instructions on how to complete the claim will be forwarded by BuPers.

• **CHECK YOUR RECORD**—Navyman soon to be separated from the Naval service are advised to read over "Your Enlisted Service Record—Why It Should Be Maintained Accurately" in the July 1952 **ALL HANDS**. This article explains the importance of accuracy in your service record.

Your record, for example, may be needed in establishing Veterans Administration claims for pension, disability treatments and hospitalization. Or it may be needed in establishing state bonus claims, school credits or employment preference.

One of the leading matters at hand for a man soon to be separated is his mustering out pay. Since this varies (\$100 to those with less than 60 days active duty; \$200 for those with more than 60 days who didn't serve outside the continental U.S.; and \$300 for those who did), it is important that there be an accurate accounting of

the periods of duty you served at sea or outside the continental U.S.

If sea and overseas duty entries are missing or incorrect, you may be deprived of your mustering out pay. If the entries are incomplete or incorrect on arrival at the separation activity, you could be delayed in separation. A spot check of these entries on your part may save you later from an improper payment or undue delay.

The time to check your record is not at the separation activity but while you are serving at what will be your last permanent duty station. Your division officer will help arrange an opportune time for you to see it.

• **NATIONAL SECURITY MEDAL**—A National Security Medal, to be presented to those persons who perform outstanding deeds in the field of intelligence, has been established.

The National Security Medal may be awarded to any person, without regard to nationality, including members of the armed forces of the U.S., such as Navy personnel attached to the Office of Naval Intelligence. The decoration is to be presented for "distinguished achievement or outstanding contribution in the field of intelligence relating to the national security of the U.S." on or after 26 July 1947.

The Office of Naval Intelligence and other government intelligence agencies may recommend the award for foreign persons who contribute vital intelligence information to the U.S.

All recommendations for the National Security Medal are to be submitted to the Executive Secretary of the National Security Council. The decoration is to be presented in the name of the President of the U.S. and may be awarded posthumously.



PASS THIS COPY ALONG—Nine others want to get on the right track by reading this issue of **ALL HANDS**.

• **OFFICER'S PHOTOS**—Naval officers are reminded that although they don't much care whether they have an up-to-date photograph of themselves or not, the Navy does.

A recent photo of every naval officer should form a part of his official record where it is filed in his Fitness Report Jacket. Photos are required for several reasons. It may be needed for publicity (you can never tell when you'll hit the front page), or for historical purposes, or for identification.

Officers should submit a new photograph of themselves on the following occasions: Upon original appointment to commissioned or warrant grade; upon acceptance of each appointment to the next higher grade; in any event at least every ten years; and upon transfer to the permanent retired list.

So, if you have nothing later in your record than a picture of yourself as a pink-cheeked midshipman, here's what to do:

(1) Have a good photograph taken. Tell the photographer you want a print four by six inches in size and unmounted.

(2) Print on the back of it (being careful not to press through and deface the photograph) your full name, grade, corps and the date. Don't send in a group picture—the Bureau is interested in you alone.

(3) Forward the photo to the "Chief of Naval Personnel, Attn. Pers E2, Department of the Navy, Washington 25, D. C." Back it up with a light pasteboard and mark on the envelope "Photograph—Do Not Bend."

• **REGULAR NAVY COMMISSIONS**—The applications of certain Naval Reserve officers and temporary USN officers for appointments as commissioned officers in the Regular Navy are now being considered as they are received by BuPers. Previously they were considered every six months.

Male and female officers serving on active duty who meet the qualifications set up by BuPers Inst. 1120-12A, 13 Feb 1953, may submit applications as they become eligible and without reference to deadline dates. Deadline dates had been established by the previous directive governing the "Regular Navy Augmentation Program." (See ALL HANDS, February 1953, p. 8.)

Applicants must have been serving on active duty at least six months

prior to the date of forwarding of application. Also, they must have had not more than five years total commissioned service on 1 July of the year in which the application is submitted. There is no total commissioned service requirement for officers of the Nurse Corps Reserve.

Active commissioned service requirements vary as listed below. (Service dates back from date of receipt of application in BuPers.) Ensigns should have 12 months active commissioned service; lieutenants (junior grade) should have 18 months and lieutenants of the Nurse Corps Reserve should have 36 months.

• **KOREAN BATTLE STAR**—An additional engagement star has been authorized for the Korean Service Medal. Known as "K-9, Third Korean Winter," it covers the period which began 1 Dec 1952 and which will end at a date to be determined later.

When ships or units receive notification from Commander Naval Forces, Far East, that they have earned the medal (and star), eligible personnel become entitled to add it on their ribbon. The last engagement star authorized was "K-8, Korean Defense—Summer-Fall 1952." It covered the period from 1 May to 30 Nov 1952.

• **PREPARATORY SCHOOL**—Young Navymen who wish to prepare for the Naval Preparatory School's preliminary examination should consult BuPers Inst. 1530.18 of 29 Jan 1953. This Instruction lists applicable USAFI texts and courses which are recommended for candidates for the Bainbridge, Md., school.

Texts and courses may be obtained from Information and Education officers. Two types of study material are available. One type consists of educational manuals, which are designated either for self-study or classroom use. The other consists of correspondence courses which provide lesson grading service.

Subjects covered are algebra, geometry, English and history. A candidate may study through either type of material, depending upon the kind of work needed, the level of work needed and upon his own preferences. The Instruction advises, however, that the average student who desires the most complete coverage of a subject will probably prefer correspondence courses.

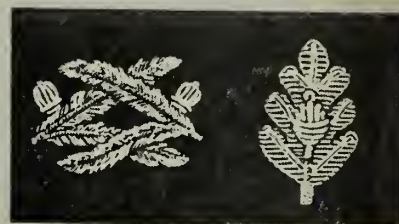
# QUIZ AWEIGH

An apt sailor can rapidly acquire the art of deck seamanship. Unfortunately, however, he can just as rapidly forget this knowledge during a period of non-application. Following is a brief refresher quiz



1. An important navigational instrument is this (a) stadimeter, (b) sextant, (c) pelorus.

2. Commonly used when ships are steaming in formation, it (a) determines a ship's speed, (b) determines true and relative bearings, (c) measures the distance from one ship to another.



3. Here are two Corps devices. The one on left is for the (a) Civil Engineer Corps, (b) Dental Corps, (c) Supply Corps.

4. The device at right is for the (a) Dental Corps, (b) Supply Corps, (c) Medical Corps.



5. These sailors are "tight-rope" a (a) boat davit, (b) mooring boom, (c) boat boom.

6. Its chief purpose is to (a) prevent the boat from pounding itself against the side of the ship, (b) enable the boat's crew and liberty party to enter the boat quickly, (c) prevent the boat from being crushed when the ship swings.

ANSWERS TO QUIZ ON PAGE 57



# FEDCU One Fight an Unseen Enemy

ONE day early in March 1951, the Communist-controlled radio at Pyongyang, North Korea, went on the air with propaganda charges that the American Navy was conducting biological warfare experiments on prisoners of war off the coast of North Korea.

Other lurid reports declared that the United Nations forces were engaged in "germ warfare" and that this warfare had resulted in the deaths from bubonic plague of thousands of North Korean civilians as well as Red troops.

U.N. commanders in the field, hearing the propaganda broadcasts, were worried. They were worried not so much because of the broadcast itself—they had heard many similar broadcasts as bad or worse. They were worried rather about the mention of the words "bubonic plague."

Intelligence reports had already reached the U.N. officers that some kind of an epidemic was running rampant among North Korean civilians and Red troops. Could this epidemic be the dread plague? If it was, every soldier in the U.N. armies, and perhaps South Korean civilians as well, would have to be inoculated to prevent the plague from spreading through the Allies' own lines.

There was only one thing to do: Find out. Since U.N. medical men lacked details of the symptoms of the epidemic, it was necessary to get first-hand accounts from North Korean victims. To do this, a qualified observer must be sent back behind the enemy lines to find out for himself.

Brigadier General Crawford F. Sams, the Army's Chief of Public Health and Welfare, was selected to get the facts and present them to the

U.N. commander in the Far East.

One of his first moves in planning the audacious expedition was to call on the Navy to get him there. He had heard of the unique disease prevention ship, *LSI(L)* 1091, the Navy was operating in the area.

Could the Navy take him and a Korean Army doctor and an interpreter to a beach some 50 miles inside the lines and bring them back? "Affirmative," came back the answer.

The Navy was well prepared for its part in the mission. Remembering that typhus and allied diseases have caused more military defeats than all the generals in history, both Army and Navy medical authorities had stressed effective control measures even before the Korean struggle began. The result was a new floating medical research laboratory installed aboard a landing craft, the *LSI(L)* 1091. Her staff of 26 officer-scientists and enlisted technicians was designated *Fleet Epidemic Disease Control Unit One (FEDCU ONE)*.

General Sams and his Korean aides boarded *LSI(L)* 1091 at Pusan and the ship got underway for Wonsan harbor to the north. As they headed for the objective, Commander Joseph M. Coppoletta (MC), usn, and his Navy medical staff, and Lieutenant George P. Miller, usn, skipper of the ship, joined the General in a discussion of ways and means.

Commander Coppoletta assured General Sams that the landing craft had all the facilities necessary to analyze any specimen smears that he might bring back from infected patients. Lieutenant Miller outlined his plan to get the ship to the right spot at the right time.

Reaching Wonsan harbor, then behind enemy lines but protected to seaward by the power of the U.S. Navy, General Sams and the two Koreans transferred to a U.S. destroyer which took them some distance south to a small island off the coast.

Here the General recruited 14 native volunteers to go behind the enemy lines and "visit" sick Red soldiers and North Korean civilians "infected" with the "plague." The plan was for the 14 to return to a spot on the coast where they would meet with the General's team and tell the doctors what they had seen.

The native volunteers were put

HOSPITAL CORPSMEN study slides of pathogenic organisms. Wm. F. Haines, HMC, USN (left), 'reads' slides prepared by C. L. Bentrud, HM2, USN.





ashore on the mainland according to schedule. Several days later—to allow the South Korean volunteers time to get inland and back to the coast again—the destroyer left the island and proceeded north to the predetermined point.

The ship came to a stop and her motor whaleboat and crew was lowered into the water with the General and the two Koreans in it. The General carried a special medical kit. An inflated rubber raft was also placed in the boat.

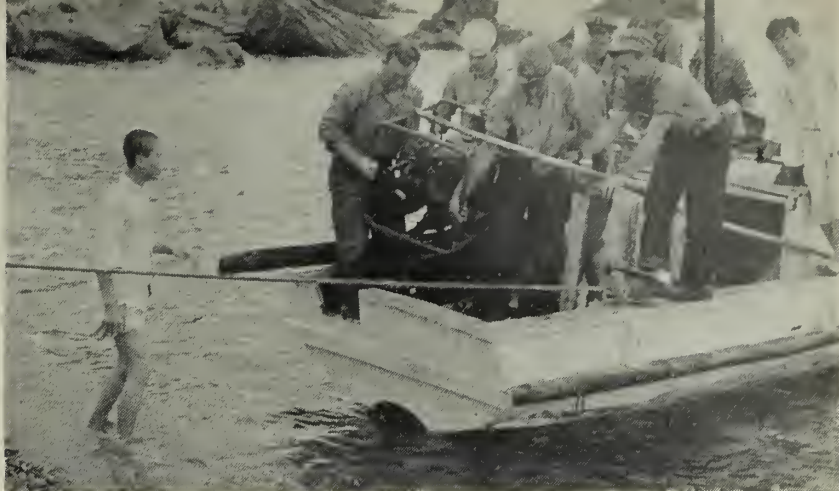
About 200 yards offshore, and after what seemed to the party to be “many hours later,” the prearranged light signal was received from the beach. The three-man task force clambered into the raft and began paddling through the choppy sea, hoping that the signal was not a Communist trap. The quarter-moon gave a dim outline of the beach and hills ahead. They knew that the area was “hot” with enemy troops. Would they be seen and apprehended?

As the raft approached the beach the party was met by a small group of dark figures, almost lost in the shadows of the bluffs. The leader of the group ran splashing into the surf to greet General Sams. A huddled and hurried exchange of whispers assured the General that the contact was “perfect.” The man who led the “welcoming committee” was one of the native volunteers. He quickly told the medical task force that he was the only surviving member of the 14-man volunteer team. The other 13 had been captured and executed.

The mission party was led to a cave which the General planned to use as a “jump-off” place for a possible trek inland to collect specimen smears. He learned from the volunteer that the nearest village with a Communist hospital was 15 miles inland. The area was swarming with enemy troops. That didn’t make a trip inland sound very promising.

Actually, it didn’t matter. From what he learned the trip would be unnecessary. Through the information which the Korean obtained, the General was able to determine that the epidemic definitely was not bubonic plague.

His informer gave a careful description of the sick peoples’ reactions to the disease, including the key information that their faces and bodies were covered with running sores.



MEMBERS OF FEDCU ONE unload air compressor for spraying DDT solution. Korean village fishing boat was used to bring spraying equipment ashore.

Doctor Sams knew that bubonic plague did not cause such facial eruptions. The disease which caused the facial lesions described, he felt, was hemorrhagic smallpox, a kind of disease new to the area, probably brought into North Korea by the Chinese.

The deadly disease had taken firm root in North Korea, he reasoned, because of the filth in which troops and civilians lived. The Communist doctors did not have the equipment, hospital facilities or serums to combat it effectively. It had gotten out of control and they were helpless to stop it. The General now felt sure the United Nations’ armies need not be inoculated against the bubonic plague.

The three men paddled their raft back to the waiting whaleboat and then made their way to the destroyer, bringing to an end a unique operation of the Korean conflict.

In a letter to Commander Coppoletta, Admiral C. Turner Joy, USN, then the U.N.’s senior member of the armistice team, commended the top-secret operation with these words:

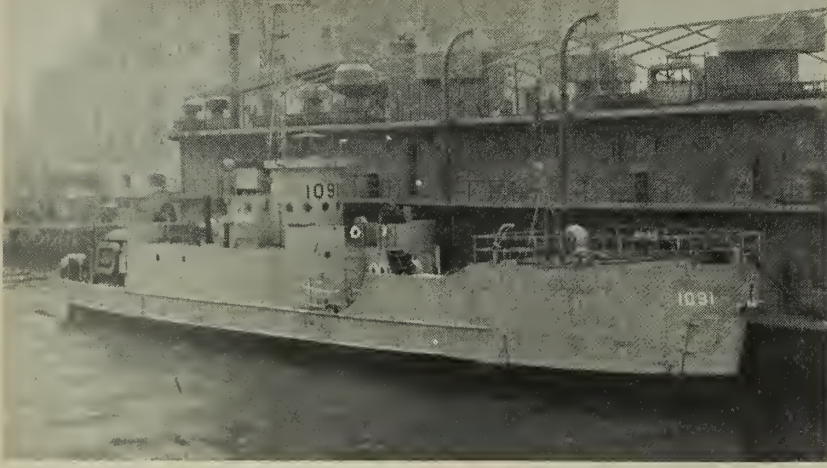
“I wish to express greatest appreciation to you, to the officers and men of your unit, to Lieutenant Miller and the officers and crew of the *LCI(L)* 1091, for the splendid and outstanding performance you have done between 4 and 14 March 1951 in carrying out a very important and hazardous mission.

“The story of this performance,



SAILORS SPRAY Korean house with insect-killing liquid. Expressions on Korean children’s faces show they don’t think much of the whole operation.





EPIDEMIC CONTROL SHIP, LSIL 1091 is home of unique floating laboratory. Its disease preventing and curing operations have taken it to many ports.

when it can be told, will I am sure, be not only an inspiration to those who read it and a credit to the naval service, but also a record of an undertaking unique in the history of military medicine."

The idea for a Navy Epidemic Disease Control Unit which could be called on for immediate action was advanced by Captain Albert T. Walker, (MC) USN. Before being called to Korea, the unit, embarked in the *LSI (L)*, had been busy combating diseases in Japanese waters.

Military medical authorities know from the lessons of history that the common body louse, transmitter of

typhus, was a major killer in the first World War. The Austrian Army feared to invade Serbia in 1915 when a raging epidemic of typhus killed 150,000 people in six months. Again, in Russia, 25,000,000 cases of typhus with 3,000,000 deaths aided the spread of the Bolshevik revolution and the complete collapse of Russia's army.

Typhus, known for centuries as "war fever," "camp fever," "ship fever," "poverty fever," "jail fever," and other well deserved names, cannot be accurately diagnosed by physical symptoms alone, doctors point out. Laboratory tests must be made on

the victim's blood before proper treatment can be decided upon. In Korea and some Pacific islands it could take days or even weeks to obtain these tests from laboratories in Japan. The Navy's floating laboratory could provide a life-saving short cut to such disease control in the forward areas.

As pioneers in this new phase of medical warfare against disease, Fleet Epidemic Disease Control Unit ONE has logged an outstanding record of accomplishments—a credit to its staff of officer-doctors and hospital corpsmen.

In its role of medical missionary, FEDCU ONE has had the benefit of the service of top Navy scientists who specialize in preventive medicine in fields such as bacteriology, parasitology and epidemiology.

For another example of the unit's work, consider Koje-do. There, on a prison-camp island, 90,000 North Koreans, Chinese Communist soldiers and Red guerrillas were housed in temporary compounds. No one knew just what facilities would be needed to hold the unknown number of POWs when the camps were first hurriedly set up. An epidemic of dysentery spread rapidly. Soon more than 200 cases a day were trying to get into the small dispensary. Not enough doctors could be spared from the front lines to take care of the situation.

Remembering the Navy's floating epidemic disease control laboratory, *LSI(L)* 1091, the Army called for its assistance to help meet the outbreak.

The Navy answered the call and beached the lab ship on Koje-do in May 1951 where by that time a joint Army-Navy Medical Project had been established to meet the emergency. The epidemic disease control staff and ship's crew immediately began to unload 45 tons of medical supplies and equipment to set-up an emergency dispensary. Countless hours were spent by Navy and Army doctors in each of the compounds examining and treating the thousands of POWs and civilian refugees. Trucks loaded with medical supplies rolled into the compounds day after day. Not a single day could be counted as easy for the weary doctors and enlisted men. Some of the Navymen became ill themselves and had to receive treatment. But finally the epidemic was brought under control.



WHETHER an organism lives or dies in a certain 'culture' may determine its identity. Here, blood specimen is transferred to culture tube for test.





MEDICAL officer and corpsmen walk down rock path toward main hut where sick Korean children are in isolation.

Another life-saving incident in the unit's record began on 27 June 1952 when the 1091 sailed from Yokosuka, Japan, bound for Ullung-do. A typhus epidemic was reported to be in progress here too. A number of South Koreans, refugee orphans and adults, previously had been shipped from the Taegu combat zone to Ullung-do for safety and housing.

En route to the island, however, the landing ship developed engine trouble. And the unit had to be transferred with essential supplies and equipment to *uss Unadilla* (ATA 182) for further transportation.

At Ullung-do the Navy men found that 40 of the refugees were seriously ill with prolonged high fever and diarrhea. Three deaths had already occurred. Investigation revealed that

the epidemic was caused not by typhus fever but by typhoid fever. Institution of sanitary measures and treatment of patients were undertaken, and no further cases were reported.

In an operation like Ullung-do, the Navy ships several vehicles in advance of the FEDCU's arrival. These vehicles are equipped with insect-killing powder sprayers and drainage gear. When the unit arrives on the scene, 45 tons of epidemic control supplies including large quantities of DDT powder is ready for immediate use. The entire operation is mapped and planned in advance. The task force of medical men, doctors and bluejackets, are prepared to examine and inoculate the native people for any of several diseases.

At Ullung-do, the Navy men had to search for and treat the infected people in the village of Cho Dong. The dwellings of the entire town were subjected to fly control by residual applications of DDT. The people of the town were indoctrinated in the necessity of sanitation and told how to obtain drinking water from safe sources.

When FEDCU ONE completed this task every patient had been cured.

There are numerous other successes credited to FEDCU ONE in combating disease in the forward area. The unit has been highly successful in its mission to assist in safeguarding the health of servicemen serving in the Far East.—Harvey H. Mitchell, JO1, usn.



MEN use disinfecting solution after working with typhoid germs (left). Navy doctor checks children in 'hospital.'





## Sailors Meet Lots of

**S**AILORS are friendly fellows. Wherever they go, at home or abroad, they have no trouble making and keeping friends.

Languages—be they “Brooklynese” or Javanese—are no real barriers. Navymen have shown their interest in people in foreign lands in many ways. With cameras in hand, their inquisitive eyes and minds on the alert, they’ve found their way to the four corners of the globe.

American sailors extend the hospitality traditional among seafaring men to sailors from other navies. Sailors from friendly nations are no longer considered “foreign”—a sailor is a sailor, whether he’s Greek, French, British or what have you.

Thus American sailors welcome sailors from other countries aboard ship, at shore stations and on liberty. They take advantage of opportunities to visit with other Navymen aboard their ships or in distant ports.

Without realizing it, Navymen are performing the important function of unofficial “U.S. ambassadors of good will” with respect not only to the civilian public of many lands but also naval and military representatives. And they’re learning lots to tell the home folks.

On these two pages, **ALL HANDS** demonstrates pictor-







## Interesting People

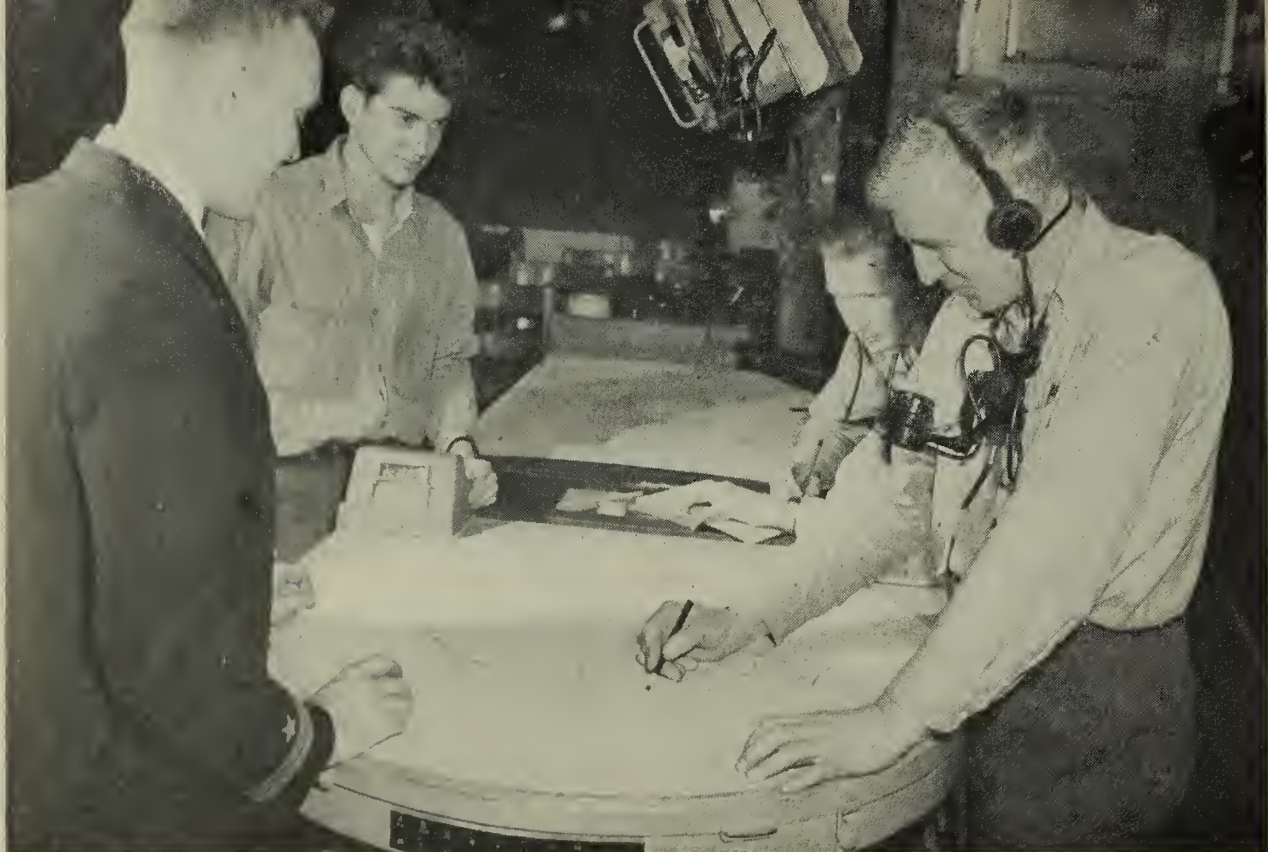
ially the close relationship between American Navymen and sailors from other countries.

*Top left:* Navy cartoonist sketches Australian sailor and kitten aboard 'Aussie' vessel. *Top left center:* Members of Republic of Korea Navy join in a 'smoke' with American sailors. *Left center:* American and Canadian navymen trade shop talk on board HMCS *Cayuga*. *Lower left:* Venezuelan 'midshipmen' learn structure and operation of Navy's 40-mm. antiaircraft gun. *Lower left center:* Colombian and American bluejackets mingle in a china shop in the Far East.

*Top right center:* Greek sailors are taught the finer points of damage control by U.S. Navy instructors. *Top right:* Turkish and American shore patrolmen compare their respective brands of cigarettes. *Right center:* French sailors were guests of American white hats on board USS *Eldorado* (AGC 11). Here, they enjoy TV lounge. *Lower right:* Sailor in British Royal Navy gets look at San Francisco Bay as another British sailor, an American Wave and a British Marine look on. *Lower right center:* Second mate of Icelandic Coast Guard vessel chats with American Navymen about some of the important sights to see in Iceland.







TRACKING 'ENEMY' TARGET—Reservists learn to plot courses in Combat Information Center of USNR Training Center.

## Here's How a Drill Unit Operates

"WE'LL make blue-water sailors out of these men yet. They've got the stuff."

That's the frequent comment of Chief Storekeeper Henry Whitely who, during his more than fifty years with the Navy, has seen countless recruits come and go. One of the few "square knot" men remaining in the service, he is in an excellent position to compare the present crop of Navy-men with their predecessors. As senior station-keeper, Whitely now maintains a protective and benign attitude toward everyone on board the Naval Reserve Training Center of the Potomac River Naval Command in Washington, D. C.

Chief Whitely's remark is justified. Small as naval districts go, PRNC provides an excellent case history on the way in which the Naval Reserve produces the kind of Navymen who, when required, are able to take their places with the Regular Navy.

"I think our training center is an excellent example of what a Center should be," comments LT James Cruickshank, USNR, Inspector-Instruc-

tor of PRNC, "but because of its location in the Nation's capital, I don't think you can consider it to be typical. Our problems are quite unusual. However, conditions vary no matter where you are. Perhaps there is no such thing as a 'typical' training center."

For one thing, he points out, PRNC has an unusually large percentage of non-rated men on its roster—more than 80 percent. Most are high school or college students who are preparing themselves for their anticipated period of active duty. Some, who want to be Navy career men, are earnestly preparing themselves to qualify for appointment to the Naval Academy, the ROC program or NROTC.

"I think our turnover is much higher than average," he says. "For example, last year, 143 members of one division—W-5—were detached or ordered to active duty. During the same period, 145 new members were accepted. The ratio is much the same for all divisions."

LT James Cruickshank is a Reservist himself. Recalled to active duty in

June 1951, he is completely enthusiastic about his present billet and is seriously thinking about requesting an extension of duty.

Some petty officers and commissioned officers have seen active duty since Korea and have returned to their units to continue their Naval Reserve affiliations. Some members are employed by the government as professional or scientific specialists. Many junior officers are former enlisted personnel who accepted a commission after their tour of active duty.

LT (JG) Joseph K. Cook provides a good example of the type of officer to be found at PRNC. He recently dropped around to talk things over with his former Reserve skipper, LCDR J. Jeffers, CO of Naval Reserve Surface Division W-5, shortly after returning from a two-year tour of active duty.

"I'm certainly looking forward to coming back to the old outfit," says LT Cook. "There aren't many of the old bunch left, but I don't want to drop all my contacts with the Navy. I expect to be pretty busy as I'm



planning to continue with my schooling and am trying to buy a home, but I'm sure I can work out some kind of a schedule that will enable me to join the Reserves again."

A bank employee in Washington he finds his present career somewhat sedate after his duties as first lieutenant and assistant gunnery officer of *uss Brown* (DD 546) in Korea with Task Force 77 and 95, participating in blockade and shore bombardment activities. She also spent 15 months active duty in World War II.

"It was a little rough to have to leave for active duty this second time," he admits, "particularly when my daughter was just celebrating her first birthday the day I had to leave. But it worked out all right. The way I look at it, if a person doesn't expect to be called to active duty, he shouldn't accept pay for his Reserve activities."

Most Reservists at PRNC have much the same attitude. If they haven't seen active duty since Korea, they anticipate that they soon will. Non-rated training is presented with the idea that the information gained in classes will soon be put to practical use aboard ship.

During a typical evening drill period of Surface Division W-5, for example, storekeepers informally learn of the routine to be anticipated in their struggles with the Regional Accounts Officers.

In another classroom, electrician's mates receive instructions concerning damage control in a flooded engine-room from an EM1 who, it is clear, has been there. Through the use of movies, seamen apprentices become acquainted with Rules of the Road; during a chalk and talk session, seamen apprentices are put in a hypothetical position of bow hook in a small craft coming alongside a destroyer in dirty weather.

Each drill period lasts for 2½ hours. The first half hour is devoted to muster and military drill; the balance is spent in classroom work or training in practical factors, with a ten-minute break at the end of the first hour of study.

Some instructors are junior commissioned officers; others are petty officers. Samuel Lee, RD3, who teaches seamanship, navigation and gunnery to seaman recruits, is characteristic. He is a USNREV who has served on active duty in the Far East and China on *uss Buck* (DD 761),

and has spent 3½ years in the Naval Reserve. An English major attending Catholic University in Washington, D. C., he hopes to be made an ROC ensign in the near future. To keep in trim, he is now captain of Catholic University's track team.

"The Navy is the only place I know of where you can start to learn your trade at \$300 a month, and retire by the time you're 48 years old," he comments.

George F. Clarke, YN2, likes the Navy, too, and plans to stay with it. After serving a four-year hitch in the Regular Navy, he joined the Naval Reserve on the day of his discharge. He, too, returned to Division W-5, after his tour of active duty. As a Regular Navy man, he served on *uss Missouri* (BB 63) and *uss Franklin D. Roosevelt* (CVA 42). His tour of duty as Reservist was spent at continental air stations. Now a civilian employee of the Office of Naval Intelligence, he is thinking seriously about joining the Regular Navy.

Military bearing, courtesy and nomenclature are strictly adhered to by all hands of W-5 at all times. A smart salute to the flag and to the OOD, with "Permission requested to come aboard, sir," is rendered by each Reservist as he reports for duty.

Should a Reservist appear for drill without a full uniform, he had better have a good reason for the omission, because his commanding officer, is going to demand an explanation.

It's attention to details, combined



IT'S LIKE THIS—T. I. Atwell, END2, USNR (left), shows Reservist A. G. Wilde, MM1, how to start Diesel.

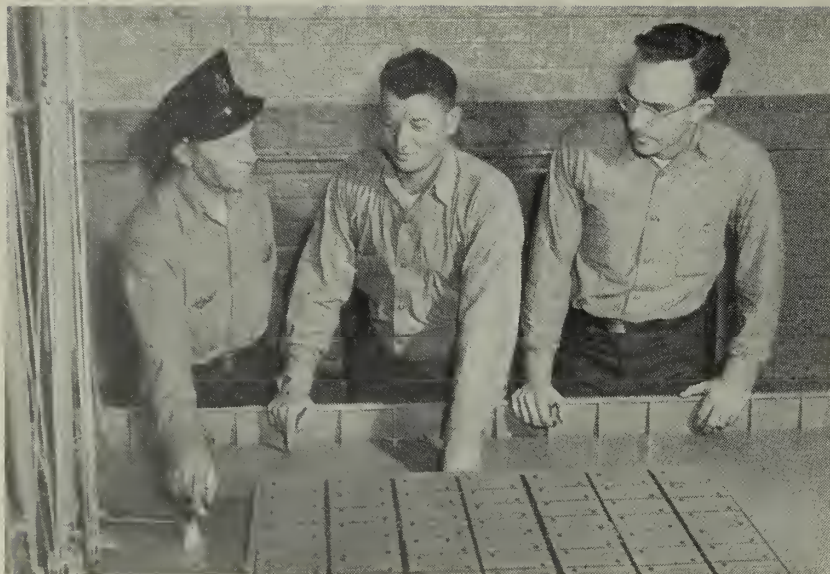
with enthusiasm and hard work, that has made W-5 the largest unit in the area; consistent winner, except for one year, of the area's proficiency competition; and enabled it to place fifth in this year's Naval Reserve national competitive inspection. Average attendance for its 175 men is 97.4 percent.

The same spirit can be observed throughout the entire Naval Reserve of PRNC, which consists of eight surface divisions, three CB divisions, and one submarine division in a drill-pay



RESERVISTS learn to fire 40-mm antiaircraft gun during gunnery practice on board *USS McClelland* (DE 750). They were on 14-day training cruise.





DECK TRAINING includes winch and boom operation. J. W. Oder, BMC, USNR (left), gives word to Reservists P. J. Smith, DC1, and J. E. Riley, SK3.

status. In addition, there are a large number of companies in a non-drill pay status, some of which use the facilities of the Naval Gun Factory; others meet at other, more convenient locations.

In addition to those Reserve units which make use of the training center situated on the banks of the Anacostia River in the Naval Gun Factory, three other surface units are located within the area which comprises the Potomac River Naval Command.

Quarters for the three outlying units are, at present, largely a matter of improvisation. Silver Spring, Md., for example, has found space in a nearby National Guard Armory; Alexandria, Va., uses a local high school; and the Annapolis, Md., division borrows classrooms of the U. S. Naval Academy, with some of its office space and its radio shack tucked cozily away under the Academy's football stadium.

However, the training center at the Naval Gun Factory is designed exclusively for the use of Reservists. In addition to the large, two-story building which contains some 20 classrooms and shops, and which is now having another floor added to it for the use of the Marine Corps Reserve, facilities include a small quonset hut which houses the carpenter shop, the submarine *uss Drum* (SS 228), the patrol craft PC 1168, and escort vessel *uss Robert F. Keller* (DE 419). Gunnery is taught at the Gunnery Ordnance School, at the Re-

ceiving Station at Anacostia, across the river from the training center.

The Center is only one of 25 throughout the country adequately equipped to operate as a major Reserve CIC and ASW training center. The Naval Air Reserve Training Unit, Anacostia, frequently cooperates with the Center in CIC training.

Full use is made of these facilities. Meetings are held by one or more divisions and companies each weekday evening except Friday.

In addition, to supplement the two-week annual training duty, weekend cruises without pay on the PC



THREE Naval Reservists learn routine for taking submarine down under the guidance of a veteran officer.

1168 are frequently scheduled as interim training cruises to enable Reservists to better qualify for advancement in rating. Approximately 30 Reservists, in addition to the regular crew of shipkeepers, can be accommodated by the PC on these cruises; approximately 100 Reservists participate in each cruise of *Keller*. Rate training and practical factors are emphasized.

Although it can be converted to operational use within a short time, *Drum* is not at present in an operable condition. All the machinery on board is in operating condition and in addition, many training devices have been installed. These training devices are so connected as to simulate cruising, diving and surfacing the submarine.

Submarine Division W-8 meets on board *Drum* each Monday night for a period of 2½ hours, where classes are held in rate training and submarine training. Seventeen enlisted personnel and one officer are permanently attached to *Drum* for maintenance and to act as instructors.

*Drum* and *Keller* earned enviable records during World War II, and their tradition of service is familiar to all Reserve PRNC hands.

Commissioned in 1941, *Drum* completed 13 war patrols, accounting for 15 ships sunk for a total of more than 80,000 tons of Japanese shipping. Six other ships were reported damaged. She was turned over to the PRNC Naval Reserve in 1947.

Named for a Naval Reserve pilot who lost his life in action in the Aleutian Island campaign in 1942, during World War II *Keller* ran interference and screening operations for carriers such as *uss Anzio* (CVE 57) and cruisers such as *uss San Francisco* (CA 38) in the Philippine Sea, at Saipan, Iwo Jima and Okinawa. During these operations she destroyed mines, rescued survivors, participated in two amphibious support operations and, while participating in a hunter-killer group, helped account for four Japanese subs and several planes.

*Keller* arrived at the Naval Gun Factory in 1950 after a month's Naval Reserve training cruise from Seattle, Washington. She replaced LST 987 as a permanent training ship.

Briefly described, these are the men and this is the machinery which makes up a small part of the U. S. Naval Reserve. They're eager and willing to do their part to keep the U. S. Navy the greatest in the world.





## Ship's Mail Call

—It Only Has to Be Piped Once

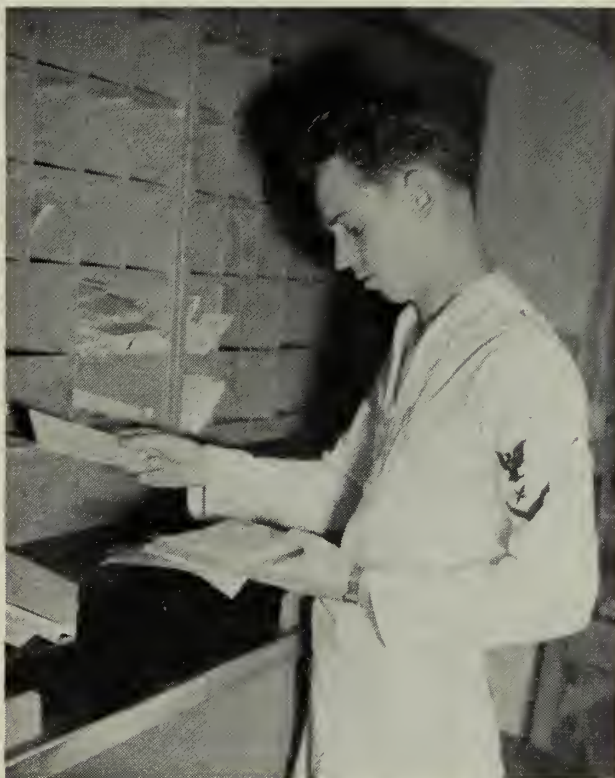
**M**AIL CALL is always an important event for sailors—its chief competitors as a morale factor being mess call, pay call and liberty call.

The Navy takes great care to get mail to its men as fast as possible. Planes, ships, railroads and trucks carry the load, bringing the Navyman word from home.

When a ship's been on a long cruise with little or no contact with the "home folks," mail call—when it is sounded—is a festive occasion. Everything stops while mail is distributed.

Some sailors like to arrange their mail in chronological order, getting the news "as it comes." Others don't care—a letter's a letter. Some read everything at once. Others—with more will power, perhaps, and an eye to the future—ration their letters, reading one or two per day.

*Upper left:* Slingload of mail comes aboard *uss Mount McKinley* (AGC 7) from loaded landing boat. *Upper right:* Mailmen on board *uss Missouri* (BB 63) open some of the bags of mail received for fleet units operating off the coast of Korea. *Right center:* Mail is sorted on board *uss Albany* (CA 123) before 'mail call' is sounded. *Lower right:* Grinning submarine crewmen, back from a long voyage, get their mail. *Lower left:* Blue-jackets pore over their latest batch of letters from home.







## Navy's 'Men of Mars'

YOU'VE read about flying saucers — maybe you think you've seen one — and you've no doubt heard about the "little men" said to have come to earth from Venus. Science fiction writers have been plugging space travel for a long time.

So far as we know, no "earthling" has visited the moon, Mars, Venus or any other point so distant. And — except for the movies and comic strips — we have seen no "Men from Mars." But lots of the gear designed to protect Navymen from cold weather, immersion in water, gas attacks, high-altitude flying, and the like, have what is reputed to be "that man-from-Mars look."

The Navy is constantly experimenting with new equipment, new fabrics, new materials, new techniques to protect its men from such sources of discomfort or danger.

On these two pages, *ALL HANDS* presents some of the more gruesome garbs worn by Navymen on land, on and under the sea and in the air:

*Top left:* Close-up of "N-1" face mask, helmet and jacket, designed to protect sailors from the icy winds and bitter cold of the Arctic. *Top left center:* Men wear heavy







## n, Over, Under Water

clothing, goggles and face mask during shipboard operations in the North Atlantic. *Left center:* Soaking wet, man poses in exposure suit and inflated life jacket after emerging from dip in ocean. *Lower left:* Sailor wears "A-1" cold weather clothing which eventually will replace the "N-1" type (shown top left). *Lower left center:* Toggled out in gear to protect him from a gas attack, Jack Parker, GM1, USNR, carries a meter which will determine the amount of gas in an area.

*Top right center:* Diver is ready and waiting to be lowered into the sea to search for sunken plane. *Top right:* Don't look now, but there's a man inside this cold weather suit with fur-trimmed hood. The suit is designed for shore use. *Right center:* Flaps open, sailor stands on deck wearing "A-1" cold weather clothing. *Lower right center:* Helicopter pilot, LTJG Ray McMillan, USNR, stands by his craft on deck of USS Kearsarge (CVA 33). *Lower right:* Underwater demolition teams have varied equipment. Here, swimmer poses with recirculating type, closed circuit underwater breathing apparatus. He's also wearing UDT suit and swim fins.





Brief news items about other branches of the armed services.

★ ★ ★

BASIC AND INTERMEDIATE Army tank drivers in training at Fort Hood, Texas, drive over a new obstacle course that shakes tanks but makes tankers. In this armored training they put their World War II M-4 *Sherman* tanks through a variety of terrain hazards. Three phases of tank driving are covered, each phase having its own special terrain.

The first is one of flat, straight lanes some 100 yards long. Here tankers learn normal tank driving procedures and familiarize themselves with their tank's controls. The second is a mile-long, winding trail. Tankers here take advanced straight-course driving and learn to negotiate hills and curves. The third is the featured obstacle course. Divided into four sections, it employs stationary barrels, backing stalls, a log-obstacle run and a tall pile of logs.

In the first section, tankers zig-zag their charges through a spaced row of 55-gallon barrels, skilled drivers doing it without crushing a barrel. The backing stalls used in the second section are dug out of dirt mounds. Tankers learn to back their tanks into stalls quickly and with as little wasted motion as possible . . . a good thing to know in battle. The third section uses logs unevenly spaced along the ground. The student here learns to handle his tank while it is rolling and pitching. The final section of the last course sees the tankers putting their tanks over tall log barriers.

★ ★ ★

A FLYING TRAILER that is equally at home on the highway or in the air has been developed for the Air Force. It is designed as a detachable cargo compartment for the XC-120 Pack Plane.

The *Flying Trailer* is a further development of the XC-120's original pod, which was a detachable cabin rather than a trailer. The big *Trailer* can be loaded with as much cargo as an entire C-119 *Flying Boxcar*, at-

tached to the XC-120 by means of a four-point coupling system in a matter of minutes, then flown to a combat area.

Upon landing at an advanced base or airstrip, the XC-120 deposits the *Trailer* which can then be hitched to practically any military vehicle and hauled to front-line troops. The *Trailer's* maneuverability and comparatively high speed over secondary roads may render it especially valuable for supporting and air-supplying ground operations, the Air Force says.

★ ★ ★

AMMUNITION EXPENDITURE "rate per gun, per day" in the Korean conflict has been increased by the Army for its most important calibers to a point that is now several times greater than the World War II daily rates of expenditure.

More than 52,000,000 rounds of artillery ammunition and three billion rounds of small arms ammunition were produced by American industry and Army Ordnance manufacturing plants for the year 1952 alone. To accomplish the record production nearly 2000 of the country's large and small industrial firms, under contracts with the Army Ordnance Corps were engaged in manufacture of ammunition metal components, powders and propellants, and in the loading and assembly of complete rounds.

In the six months immediately following the beginning of the Korean struggle, only slightly more than 1,000,000 rounds of artillery ammunition were produced. In a similar period of 1952, production totaled more than 30,000,000 rounds.

In all calibers and types of ammunition, as well as bombs, grenades, rockets, and land mines, there are more than 300 separate items of production. The 105-mm. artillery round, for example, is manufactured in seven types, the names of which are classified for security reasons.

★ ★ ★

SUCCESSFUL PARACHUTE RECOVERY of a high-speed jet target plane has been accomplished with a new chute now in use by the Armed Forces.

The *Ryan* Q-2 high-speed jet target planes developed for the Army, Navy and Air Force are being recovered intact after each run through the use of the new parachute. An entirely new parachute release system makes possible the "letdown" of Q-2 drones without harming their delicate electronic equipment.

In addition to protecting the equipment the new chute adds an economy feature to the drones because if they are not destroyed by gunfire they may be used repeatedly in air-to-air and ground-to-air target practice.

Here's how the new chute works—Following release by remote control of a small conical "drag" chute container, the drag chute flares out, bringing the first sharp deceleration of the Q-2. After a given time interval the main chute container is released. The drag chute pulls this main chute container rearward, and the main chute is released from a bag which insures that the suspension lines are let out before the parachute's canopy comes out and inflates.

The tremendous pull of the drag chute causes severance of a breakable cord extending from the main parachute container to the lines at the vent of the main chute.



'SKYSWEEPER,' Army's new 75-mm artillery machine gun, will be used against low-flying, high-speed aircraft.

After this cord breaks, the drag chute lowers the container and development bag of the main chute and the main chute then takes over the entire job of lowering the drone.

When the Q-2 drone touches the ground, a swivel, serving as the link between the parachute suspension lines and the nylon webbing attached to the target plane, is automatically disconnected. This separates the chute from the Q-2 instantly, thus preventing ground drag from strong winds and possible subsequent damage.

The remote-controlled pilotless plane is about half the size of a conventional jet fighter with both the drag and the main chutes housed aft of the tail surfaces.

The flight of the target plane is governed by a "beeper pilot"—the guy who runs a remote control box on the ground. Like other drones it can attain fighter speeds and is designed to simulate fighter evasive tactics.

★ ★ ★

ARMY ENGINEERING SKILLS are being taught Republic of Korea Army engineers in a school operating under U.S. Army supervision. Known as "The Engineer School, Korean Army," it musters in its complement a group of U.S. Army officers and enlisted men who act as administrative and instructional advisers.

Instructors are ROK Army officers who themselves have been through the school. The school dates back to 1946 when the U.S. Korean Military Advisory Group (KMAC) began training ROK Army men in engineering specialties.

Training includes 15 specialists' courses for EMs, four courses for officers and a comprehensive "basic" engineering course. Among subjects taught are surveying, carpentry, welding, bridge building and maintenance. A large part of the curriculum is devoted to instruction in maintenance and operation of U.S. Army motor vehicles. The manner of instruction follows the Stateside pattern. In classroom-work small groups of students receive intensified instruction with training aids, textbooks and training manuals. In the field and rough terrain the trainees and their machines are put through the paces—according to "the book."

★ ★ ★

A HOSPITAL TRAIN with a "battle star" to its credit has been assigned to duty at Walter Reed Army Medical Center, Washington, D. C. Officially known as the Third Hospital Train, it is a combat veteran of World War II.

The train has transported more than 33,000 casualties 33,265 miles between front lines and rear hospitals in Europe. The rolling hospital earned its "battle star" for the Rhineland campaign. Retired from active duty at the end of World War II, the train emerged again in September 1952 to aid in the training of new personnel.

Because of lack of space at Walter Reed, the hospital train has been placed at Cameron Station, Va., where it is visited regularly by enlisted students for work on field problems. Upon completion of their training, the students will have learned how to load and unload patients, care for casualties during train movements, administer emergency aid to the wounded, and provide proper food and medication under wartime conditions.

The train consists of eight ward cars able to transport 240 casualties, one combination dining room-pharmacy

car, three cars for personnel quarters, and a utility car which provides power for all 13 cars.

For training purposes the staff includes, in addition to a commanding officer, a chief nurse and 26 enlisted men undergoing training as pharmacists, clerks, mess stewards, cooks, wardmasters or technicians.

★ ★ ★

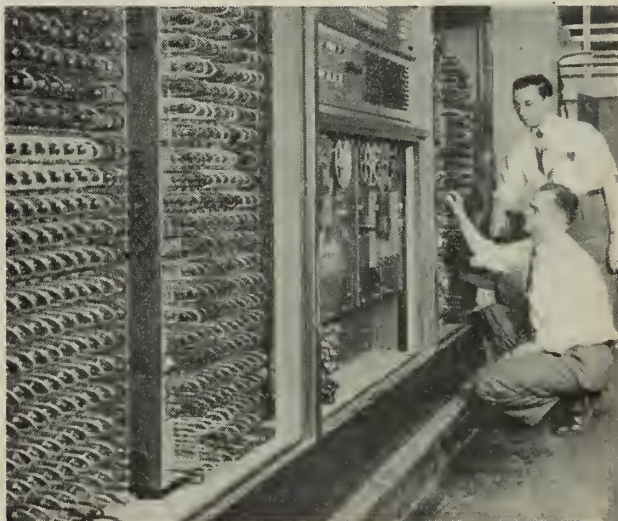
AN ELECTRONIC "BRAIN" with one of the largest "memories" yet incorporated in any electrical computing device will be used by the Air Force's Air Research and Development Command at Baltimore, Md., to save valuable research and development time, equipment and money by eliminating much of the costly flight testing of experimental aircraft equipment.

The new digital computer, known as "OARAC," can deliver rapid-fire answers in typewritten form to mathematical puzzles which would take expert mathematicians years to solve. It can make as many as 100 calculations per second.

The "brain" of the computer is a metallic drum which can hold electrical pulses representing ten-thousand ten-decimal numbers on its magnetized surface until the numbers are called into use.

One problem that has been used to test the computer is so complex that 212 pages of numbers on sheets 8 by 10 inches are needed just to state the problem. In solving it, so many millions of operations are involved that without aid of the computer it would probably never be solved. Engineers say that an expert mathematician working with a desk-type machine calculator eight hours a day for about 45 years might be able to solve the problem. ORAC can do the job in about 10 days, working eight hours a day.

One of the most significant features of the new computer is its ease of maintenance. About 1400 electronic tubes, a relatively small number for a machine of this type, and about 7000 germanium diodes are used. The tubes are incorporated in a series of plug-in "turrets." In case of a failure, the operator merely has to replace the faulty turret to set the machine in operation again.



'OARAC,' new digital computer soon to be delivered to Air Force for use in research, is inspected by engineers.



# All-Navy Sports Program Gets Under Way

**A**LL-NAVY sports competition is back with a bang. Play-offs to decide the All-Navy winners in basketball and boxing will be held this month. An All-Navy track and field meet, the first of its kind, will be held in June and an All-Navy baseball round-robin will take place in September.

The All-Navy contests are planned primarily to provide champions to represent the sea service in the forthcoming Inter-Service championships.

The 1953 Inter-Service program introduces a change in Navy sports policy. Heretofore, Marines competed along with sailors for All-Navy titles, but this year the Marines will have separate teams and individual champions who will compete against All-Army and All-Air Force finalists in the Inter-Service championships.

Discontinuance of All-Navy sports three years ago became necessary because of restrictions imposed on transportation of athletic teams by naval aircraft and the cancellation of MATS cross-country flights. Other means of transportation were not available or too expensive.

The last All-Navy basketball tourney was that of the 1949-1950 season. No Navy-wide championship contest in baseball has been held since 1949.

Boxing, one of the oldest and probably most spirited Navy competitions, has fared better. The 1950 directive



**STRETCHING IT** for three — SubPac player collects triple in last of third inning during All-Navy game at Honolulu in 1949. Quantico won game.

permitted that year's boxing tourney to be held as scheduled. No All-Navy championships were conducted in 1951 but there was an All-Navy ring meet in 1952 run as a special talent hunt for Navy boxers to compete in the Olympic selection trials.

## Basketball

The 1953 All-Navy Basketball Championship will be held at Naval Training Center, Great Lakes, Ill.,

when the Eastern and Western Navy champs will take to the courts 9-11 April in a best-of-three-games playoff.

For quarter-finals elimination purposes, all naval activities have been organized into four divisions:

- Eastern Naval District Group (Host: Com 1): The championship teams of Naval Districts 1, 3, 4, 5, 6, 8, 9, 10 and 15, and a combined Potomac-Severn River Naval Commands team.

- Atlantic Fleet Group (Host: CinCLant): The championship team representing Atlantic Fleet units and shore-based units operating under Commander in Chief, U.S. Atlantic Fleet.

- Western Naval District Group (Host: Com 11): The championship teams of Naval Districts 11, 12, 13, 14 and 17.

- Pacific Fleet Group (Host: Com-ServPac): The championship teams representing Pacific Fleet units and shore-based units operating under Commander in Chief U.S. Pacific Fleet.

The quarter-finals will yield one champion team out of each group. In the semi-finals (Host: Com 1) the Eastern Naval District Group champion will play the Atlantic Fleet Group champion for the "Eastern Navy Championship." Similarly, with Com 11 acting as host, the champion of the Western Naval District Group



**NAVY RUNNER** pours on the steam in an effort to win his race. Top Navy track and field men will compete with men of other services in mid-June meet.



will meet the champion of the Pacific Fleet Group for the "Western Navy Championship."

The two area champions will then play each other for the All-Navy championship (best two out of three). Com 9 will be host for the final championship.

National Collegiate Athletic Association rules will govern the basketball play.

The Inter-Service Basketball Championship will be held 17-18 April at Offutt Air Force Base, Omaha, Neb., with the Air Force playing host.

#### Boxing

The All-Navy Boxing Championship show will be staged 18 April at Naval Training Center, Bainbridge, Md. Com 5 will be host. The Inter-Service championships will also be held at Bainbridge 24-25 April with the Navy the host.

The boxing elimination groups are the same as those for basketball. Individual champions will be chosen in each of 10 weight divisions. Team champions will also be selected.

The champion Navy squad will compete against the cream of the Army, Air Force and Marine Corps in a single elimination tournament for the Inter-Service title.

The outstanding boxer of the All-Navy finals will be presented the Jack Kennedy Boxing Trophy which will be retained by his command until again placed in competition. The Chief of Naval Personnel will provide



**LOTS OF LEATHER** will be 'thrown' in All-Navy boxing finals this month. Champs will then trade punches with other fighters in inter-service tourney.

appropriate awards for All-Navy champions and runners-up. Secretary of the Navy certificates of achievement will go to all boxers competing in the championship finals.

The Chief of Naval Personnel also will provide appropriate team and team-member awards to all the All-Navy basketball winners and Secretary of the Navy certificates will be awarded to all players in the finals.

In the Inter-Service competition,

perpetual trophies will be presented to the winning services and individual awards will be made to champions and championship team members and runners-up. In addition, all participants in the Inter-Service finals, including coaches, trainers and managers, will receive Secretary of Defense certificates of achievement.

Both the All-Navy and Inter-Service boxing championships will be conducted under the rules and regulations prescribed by the Amateur Athletic Union of the U.S.

#### Track and Field

The Inter-Service Track and Field Championships will be held at Fort Jackson, S. C., 19-20 June. The Army will play host in this sport.

#### Baseball

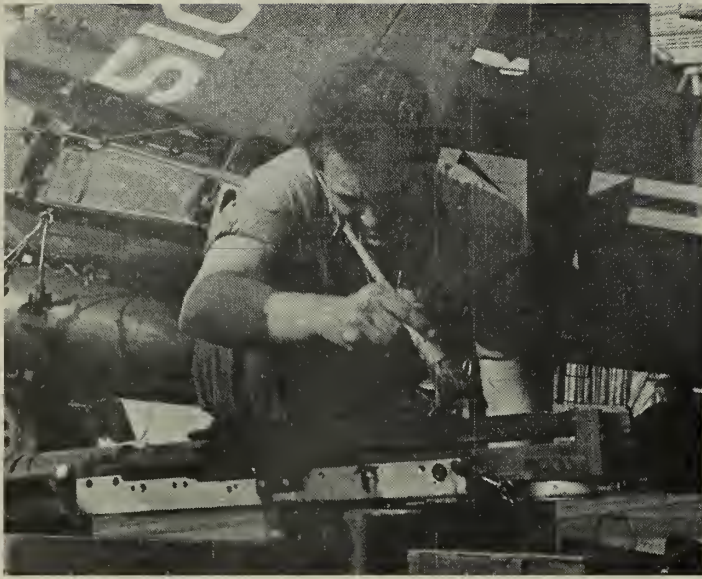
The sites of the All-Navy and Inter-Service Baseball championships had not been selected as this issue went to press. However, it is known that the date of the Inter-Service diamond contest is scheduled as 18-19 September and the host service will be the Marine Corps.

Details concerning the Navy sports program for 1953 are contained in BuPers Instruction 1710.1 of 11 Feb 1953. BuPers Notices 1710 of 12 and 13 Feb 1953 give additional information on the All-Navy basketball and boxing tournaments. Notices covering Navy participation in the track and field and baseball competitions are being prepared.



**PLAY-OFFS** for all-Navy basketball winners will be held this month. Last All-Navy basketball tourney was won by Norfolk Flyers in 1949-1950 season.





## Morning Orders

**S**CIENTIFIC advances have made many of the Navyman's tasks easier. Lots of things can be done by simply pushing a button or throwing a switch.

But there are many duties that remain virtually unchanged. These are the less "glamorous" of the sailor's every day tasks. Take, for example, the job of chipping paint—or swabbing down a deck.

Here are photos of some "everyday jobs"—jobs that aren't likely to win medals or make headlines, but they are an important part of shipboard daily routine:

*Upper left:* Aviation ordnanceman checks and cleans aircraft guns on board *uss Princeton (CVA 37)*. *Upper right:* A 'side cleaner' is lowered over the side of *uss Coral Sea (CVA 43)* while ship was in Oran, Algeria. *Right center:* Jacob's ladders undergo inspection on board a carrier. *Lower right:* Sailor readies awning for 'Mac-Namara lacing.' *Lower left:* Welder uses his torch to good advantage in shipboard repair job.





# LETTERS TO THE EDITOR

## Opportunities for Commission

SR: Is there at present any program whereby an enlisted man who has successfully completed the 2CX General Development Test, may qualify for a commission in the Regular Navy? I am married and therefore not eligible for the Aviation Cadet Program.—T.C., SK1, USN.

• *There are a number of avenues open to enlisted men and women of the Regular Navy and Naval Reserve which lead to commission status in either the Regular Navy or the Naval Reserve. If you have had three-and-one-half years' continuous active duty service and are between the ages of 19 and 31½ years at the time you apply, you may be eligible for a commission provided you are otherwise qualified.*

*In your case you may be eligible under the provisions of the new naval officer procurement program announced by BuPers Inst. 1120.7 (18 Sep 1952) and explained in ALL HANDS, December 1952, p. 52-53. Your application in this program is not dependent upon your marital status.—Ed.*

## Blood and Plasma Program

SR: With the pressing need for blood in the Korean area today, why don't the armed forces organize, collect and transport the donations themselves without the aid of the various other blood collecting agencies? All the health records containing the necessary information are held by the sick bays and dispensaries and the equipment is already installed and maintained. I feel that if a drive of this nature were initiated throughout the armed forces the men would contribute wholeheartedly.—R.B.J., YN1, USN.

• *The Armed Forces Blood Donor Program was initiated by the Department of Defense Directive 6408.1 of 2 Aug 1951 and reissued on 8 July 1952. Today, in addition to blood donor activities aboard ships and at most naval shore establishments, there are 28 specially established armed forces blood donor centers at various installations of the Army, Navy, Marine Corps and Air Force.*

*The armed forces blood donor portion of the over-all National Blood Program is under the policy guidance of the Armed Forces Medical Council, Office of the Secretary of Defense. The responsibility for general direction and control of the military participation in the over-all national program, its comprehensive coordination, integration of shipping schedules and quotas to laboratories, are under the Directorate of the Armed Ser-*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

*vices Medical Procurement Agency, to which all local armed forces blood donor programs must be submitted for approval prior to actual collection of blood.*

*The Defense Department's interest in the National Blood Program is two-fold: (1) whole blood and blood plasma are needed for treatment of the wounded on the battlefield and in service hospitals throughout the world; (2) blood is needed to continue the build-up of the reserve of plasma ready for any emergency. The facilities to process whole blood into plasma are expensive and very complicated. These facilities are extremely limited. The existing facilities can process only a certain amount of whole blood. In order to prevent waste, all blood collecting is, therefore, coordinated under the National Blood Program.—Ed.*

## What Size for Jacks, Ensigns?

SR: I would appreciate any information on the existence of a list for comparing the size of national ensigns and jacks to be flown by difference types of ships. Say, for example, the senior officer present is in a battleship and he signals "Size Six" colors. If there are transports, destroyers and LSTs present, what size colors should they hoist?—R. Z. W., QMC, USN.

• *Since there are more than 100 types of vessels, a comparison list of colors has never been prepared. Size of colors is determined by the hull allowance list for each ship.*

*In general, this list provides two sizes of colors for use in port. The smaller is flown weekdays, the larger Sundays and holidays. In addition, two other sizes are provided for use underway. One is for regular steaming, the other, the smallest of the four, for storms.*

*For ships allowed fewer than four sizes of colors, it is common practice when in port to designate the largest for Sunday and holiday use, the next largest for weekday use.—Ed.*

## Change of Rating

SR: Where will I find the Navy Department directive that authorizes changes in rating? My present rating is chief damage controlman (Carpenter's mate), (DCWC) and I want to change to chief builder (BUC). I am told that since I did not request the February 1953 service-wide examination last November, I must wait another year to do so. Please put me straight on this.—T.B.C., DCWC, USNR.

• *Detailed instructions regarding submission of requests for changes in rate and rating are contained in BuPers Inst. 1440.5 of 23 Dec 1952. You will note that except for FCs changing to FT, a locally prepared examination must be given for this purpose and not the service-wide examination. Commanding officers, without reference to the Chief of Naval Personnel, are authorized to effect certain changes in rate in accordance with and under conditions set forth in Art. C-7213 of BuPers Manual.—Ed.*

## 'Obliserv' for Officer Candidates

SR: I have served on continuous active duty since enlisting in the Regular Navy 14 July 1951. I have been attending Officer Candidate School since January 1953, and I have been under the impression that time served in enlisted status and time in OCS is counted toward reduction of the obligated service when commissioned. Does the obligated active-duty service-time begin upon entering OCS or at the time of graduation and commissioning? What is the total Naval Reserve obligated service requirement for former enlisted personnel?—G.W.L., PH3, USN.

• *Candidates under the age of 26, with no prior World War II military service or with service less than that indicated below, will be required to serve on active duty after commissioning for a period of three years. Candidates over the age of 26, or who have prior active military service in excess of 90 days between 7 Dec 1941 and 2 Sept 1945, or in excess of 12 months between 16 Sept 1940 and 24 June 1948 (V-12 training not included), will be required to serve on active duty for 24 months, less credit given by the Chief of Naval Personnel for active naval service performed subsequent to 24 June 1950. In no case will the period of obligated service required after commissioning be less than 15 months. All candidates will be required to maintain their commissioned status in the Naval Reserve for eight years following appointment (including period of active duty).—Ed.*





TWO NAVYMEN played 'downed airmen' in submarine 'lifeguard' exercise in the Atlantic. Unusual photo shows raft secured by lines to periscope.

#### Periscope Picture

SIR: Here is a picture taken while our submarine, USS *Cobbler* (SS 344), was submerged during an east coast exercise. Specifically, it was a submarine "lifeguard" exercise in which Quartermaster Jay Parr and Lieutenant Mike Leddick played the roles of downed airmen. They were being "towed to safety" in a rubber life raft secured by lines to the periscope.—CDR R.H.H., Jr., USN.

• *Not a sporting jaunt, the scene shown here recalls many suspenseful wartime incidents when downed aviators and aircrewmembers were rescued by submarine crews from under the guns of the enemy.*—ED.

#### Correspondence Courses Help

SIR: There are several of us out here on Guam who would like to know if the Officer Correspondence Courses actually carry much weight with the selection boards. For example, I have completed Education and Training (Parts I and II), Personnel Administration, Welfare and Recreation, and UCMJ. Also, I have spent a lot of spare time on these courses under the assumption that they are being considered. However, some of the newly appointed Warrants tell me they have completed only one or two courses.

I realize that these courses are of value for advancement to Chief and for added proficiency within the man's rating but the reason most PO1's take the courses is because of their interest in Warrant Officer or LDO. Do the selection boards take this into consideration?—R.E.H., PN1, USN.

• *Selection boards do not divulge the methods which they employ in selecting individuals for appointments or promotion, nor do they divulge the reason for*

*selection or non-selection of any individual. However, it must be considered that all available information in an individual's Naval record such as age, length of service, education or educational equivalency, Naval schools and Naval correspondence courses completed, petty officer evaluation sheets, service background and experience, and classification battery test could be used as factors in making selections of those personnel considered best qualified.*—ED.

Here's a bit of background on the current warrant-selection program. Applications or special recommendations for temporary appointment to warrant grade have not been solicited by the Bureau since P.O. evaluation sheets (NavPers 1339) and individual service records were used in making selections. The latest selections for temporary appointment to warrant grade (W-1) were conducted during April-July 1952. Eligible for consideration were all Regular Navy and Naval Reserve CPOs and PO1s on active duty who had at least six years naval service and had not reached their 35th birthday on 1 Jan 1952.—ED.

#### CPO Initial Clothing Allowance

SIR: I was discharged and reenlisted as a steward first class in May 1952 and was advanced to chief petty officer 16 December 1952. Now I would like to know if I am entitled to an initial clothing allowance?—L.T.C., SDC, USN.

• *Inasmuch as you were not advanced to CPO within the nine months period subsequent to 28 October 1949, it appears that you are entitled to the special initial clothing monetary allowance. You should contact your disbursing officer for advice on how to obtain any money properly due you.*—ED.

#### Limits on Voluntary Extensions

SIR: I am a Reservist and would like to remain on active duty for several more years. Since 1950—when I volunteered for active duty—I have executed two requests for extension of active duty. Is there any limitation on the number of extensions of active duty? Are there any minimum or maximum periods of required service in regard to these active duty extensions?—J.M.O., QMSC, USNR.

• *At the present time there is no limitation on the number of voluntary active duty extensions a Reservist may undergo.*

*Reservists on active duty may execute active duty requests, subject to the approval of the C.O., providing they have sufficient obligated service to cover the desired period.*

No minimum period of extension of active duty exists for Reservists attached to a naval vessel or overseas activity. For those attached to a continental U.S. shore activity, periods of less than one year are subject to the approval of the Chief of Naval Personnel.

The maximum period of extension, in either case, is limited only by the time remaining in the current enlistment.

A man who has insufficient obligated service to cover the period he desires to remain on active duty must either reenlist or agree to extend his enlistment. Also, existing regulations specify that he must agree to serve on active duty a year subsequent to such enlistment date or effective date of extension of enlistment.

It is difficult to say what the picture on voluntary extensions of enlistment might be in the future. Personnel requirements vary according to the needs of the service, which in turn are predicated upon the international situation.—ED.

#### Where's Accent on Rupertus?

SIR: Can you tell me for whom USS *Rupertus* (DD 851) is named, and what is the correct pronunciation? Is the emphasis on the first or second syllable?—K.L.K., YNC, USN.

• *The answer, provided by the Ships Sponsors Section of the Department of the Navy and the Marine Corps headquarters, is that the correct pronunciation is RU PER TUS, accent on the second syllable. The destroyer was named for Major General William Henry Rupertus, USMC, who died in 1945. Major General Rupertus, a former commanding general of the famed First Marine Division, was a veteran of 31 years' service in the Marines.*

*Awarded for distinguished performance of duty during a career encompassing two world wars, the Sino-Japanese war and the Haitian campaign, the general's decorations included the Navy Cross, the Army Distinguished Service Medal and the Haitian Distinguished Service Medal.*—ED.



## Instrumentman Training Manuals

SIR: I am on board a ship that does not have training manuals for my rating. I am anxious to study the repairing of office machines: adding machines, calculators and duplicators. How can I obtain the Navy training course manuals for the instrumentman rating?—D.H.W., IM3, USN.

• There are three ways you may secure the material you desire: (1) Your division officer may requisition from the District Printing and Publications Office copies of the Enlisted Training Courses for Instrumentmen 3 and 2 (NavPers 10193) and Instrumentman 1 and Chief (NavPers 10194). (2) You may enroll in the Enlisted Correspondence Course for Instrumentman 3 (NavPers 91382), Instrumentman 2 (NavPers 91383), Instrumentman 1 (NavPers 91384) or Chief Instrumentman (NavPers 91385). If you are interested in enrolling in the correspondence course, see your ship's training officer for an application which he will forward via your commanding officer to the U.S. Naval Correspondence Course Center, Brooklyn 1, N. Y. (See ALL HANDS, November 1952, p. 44-46, for a complete round-up of available correspondence courses. There are other general and basic courses applicable to your rating.) (3) You may purchase a personal copy of the Navy's training manuals for Instrumentman 3 and 2 (NavPers 10193) for \$1.25, and Instrumentman 1 and Chief (NavPers 10194) for \$1.50, from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. If you want to order these manuals for your personal use, send a postoffice money order to GPO, payable to the Superintendent of Documents, and specify Catalog No. D 208.11: In 7/2 and D 208.11: In 7, respectively. (See The Word in this issue of ALL HANDS.)—ED.

## Checkage for Unauthorized Absence

SIR: My question concerns the interpretation of the term "time served" and its application to a case of 11 hours of unauthorized absence. For example, a man fails to report upon expiration of liberty at 2300 the 25th of the month. He remains absent until 2200 the 26th. Is the day of the 26th a day of "time not served" and entered as such on page 8 of the service record?

I know that his pay and allowances are not checked since the period of absence was less than 24 hours. But, Art. C-7817, BuPers Manual states that "Any period of unauthorized absence is not 'time served' within the meaning of the Act of June 16, 1942, and must be deducted from the period of enlistment for the purpose of computing longevity increases of pay and reenlistment allowances." Also, BuSandA Manual states, in effect, that "the day of de-

parture is a day of duty, and the day of return is a day of absence." This may lead one to believe that although his pay and allowances would not be checked, the man would lose a day of "time served." What is the correct interpretation?—J.M.S., PN2, USN.

• Your question presents an undesirable situation which some Navymen do not fully understand. Besides the fact that AOL is unmilitary conduct and may affect the man's proficiency and advancement, he is subject to disciplinary action if his absence is not excusable for good cause.

When a member is absent without authority, the following rules govern the checkage of his basic pay and other items of pay and allowances which are fixed on an annual or monthly basis: (1) For absence on 28 February, deduct three days; (2) on 29 February deduct two days; (3) on 30th and 31st days of a 31-day month, deduct one day; (4) On 31st day of a 31-day month, deduct one day; (5) on 30th, 31st and 1st day of following month, deduct two days; (6) On 31st day and 1st day of the following month, deduct two days. A fractional part of a day will not be considered in making checkages of pay and allowances for absence. Such absence is not entered as time not served on Page 8 of the service record.—ED.

## Ribbons on Aviation Work Uniform

SIR: On page 29 of the February 1953 ALL HANDS you state, "Ribbons are not authorized on the Aviation Winter Working Uniform." The authority for this, I believe, is Article 0213 of Navy Uniform Regulations. However Plate 2-4 of Uniform Regs shows ribbons being worn with the aviation winter working uniform. Could you clarify this point for me?—CDR H.G.M., USN.

• The written material in Uniform Regs and the statement in ALL HANDS are correct: no ribbons with the aviation winter working uniform. As a matter of fact memorandum change 1-2 to Uniform Regs has just been issued. In this change the ribbons shown in Plate 2-4 of Uniform Regs being worn on the aviation winter working uniform are being deleted to conform to the text.—ED.

## Family Allowances for PO2 and Up

SIR: When did the Navy first authorize family allowances for the dependents of PO's second class and above?—J.D.R., MMC, USN.

• The first monetary allowance in lieu of quarters for the dependents of PO2s and above (and for comparable rates in the other branches of the armed services) was authorized by Congress in the Act of 16 June 1942, Public Law 607 (77th Congress). This law required such dependents to meet certain requirements of eligibility to receive specified payments.—ED.

## How to Join Caterpillar Club

SIR: To whom do you make application for membership in the Caterpillar Club. I am an enlisted pilot and was shot down and forced to bail-out in Korea.—R.H.B., MSgt., USMC.

• Information concerning the Caterpillar Club may be obtained from the Irving Parachute Co., Lexington, Ky.—Ed.

## Metal Rank Insignia on Raincoats

SIR: A question has come up concerning the proper positioning of the new metal rank insignia worn on the shoulder straps of officers' raincoats. In article 0222.2 of Navy Uniform Regulations (1951) it is specified that the bar devices "shall be centered lengthwise on the shoulder strap with the outer end  $\frac{3}{4}$  of an inch from the squared end of the shoulder strap."

This seems to indicate that the bars of an ENS, LTJG, LT, WO or CWO should be worn with the axis of the bars parallel to the axis of the shoulder strap. The arrangement of the pictures of the bars on page 2-15 (Uniform Regs) strengthens this interpretation. Nevertheless, it would seem that the axis of the bars should be parallel—rather than at right angles—to the wearer's arm hole seam. How about this?—F. N. Q., Jr., LT, USN.

• The axis of the bars should lie parallel to the arm hole seam. It was intended that the metal bars—worn on the shoulder straps of raincoats and aviation winter working overcoats—should be placed with their long axis perpendicular to the long dimension (center line) of the strap. As you point out, this is not clear and the wording of this article in Uniform Regs will be clarified in a future change.

Incidentally, these devices can be purchased in two types: in the clutch-on type (which snaps on) and the screw-on type. Many officers prefer the clutch-on variety because the projecting stud of the screw-on type can pierce and injure the cloth fabric of the coat.—Ed.





## Brochure Tells Story of San Diego Spearfishing Club

SIR: Here's some more information for Navymen who may be interested in the formation of a spearfishing or diving club at their station (see ALL HANDS, February 1953, p. 44).

The "San Diego Kelp Kings" were formed here at the Naval Station, San Diego, Calif., recently and we have been recognized and granted money from the Recreation Fund for the purchase of equipment.

We have also contributed the majority of the safety rules adopted by the International Underwater Spearfishing Association, have developed a sound charter and rules applicable to a military unit and have devised a program of underwater techniques in-



'SAN DIEGO KELP KINGS' have snappy spearfishing insignie (left). SCLK J. F. Elmore, USN, displays abalone catch made from recreation boat.

cluding use of various types of spearguns and aqua-lung equipment.

Anyone interested in how we organized may obtain a brochure of such information by writing the Commanding Officer, U. S. Naval Station, San Diego, Calif.

Incidentally, a popular magazine editor gave us permission to use a magazine cover picture for our club insignia. How do you like it?—J.F.E., SCLK, USN.

• *Slick as a whistle — and the brochure ought to be just the ticket for other Navymen serving at warm-weather stations who want to get out and catch their fish the adventurous way.* —Ed.



## World's Largest Cranes

SIR: What are the world's most powerful water-borne and land-based cranes and where are they located? I'd also appreciate some statistics on their strength and characteristics. —T.A.W., ENDC, USNR.

• Two German-built floating cranes are considered the world's most powerful in load-carrying ability. One of these is supposedly in the U.S.S.R. The other, a YD or floating crane, is at the Long Beach Naval Shipyard, Calif. Known as YD-171, she was acquired by the U.S. Navy from the German Navy after World War II.

YD-171 has a rated maximum lifting capacity of 350 tons for a distance of 113 feet from the boom mounting's center of rotation. At 210 feet from center, the boom can lift 50 tons. At "high boom," the boom stands 375 feet above the water line.

Base section and all, the floating crane displaces more than 5000 tons and has a 10-foot draft. Its base is 205 feet long and 108 feet wide. Speed is 5.8 knots forward and 4.6 knots astern. Propulsion and lifting power is provided by

three Diesel generators which turn up 2400 kilovolt amperes.

Another steel monster, this one at the San Francisco Naval Shipyard, Calif., is the most powerful crane—land based or otherwise—in the world. It has handled 630 net tons. It is an overhead traveling crane which moves along a structure cantilevered on both ends over the sides of the pier.

The crane's twin lifting devices operate along a 730-foot overhead runway. Each can lift 245 tons. Together they have a rated maximum lifting capacity of 450 long tons.

## Corpsmen Want Measurements of Seagoing Ladies

SIR: In order to settle an argument out here at Easy Medical Co., we Navy Hospital Corpsmen need the displacement tonnage, length and width of the USS Coral Sea, USS Missouri, SS

## Who Has Precedence?

SIR: Local efforts to settle an argument on enlisted precedence have ended in a deadlock. We have read article C-2102 of the BuPers Manual with various interpretations, hence the letter.

In the case of an HMC (date of rate 1-1-43) an SKC (date of rate 1-1-45) and a TMCA (date of rate 1-1-50) which would have military and command precedence? We understand that if all made CPO on the same date, the chief torpedoman's mate would be senior. But how do varying dates of rate work in such cases?—C.A.B., YNC, USN.

• *The TMCA has military and command precedence. Dates of rate have no consequence between dissimilar rates. For example, a BMC whose date of advancement is 1-1-52 takes precedence over a QMC whose date of advancement is 1-1-42. The dates of advancement referred to in article C-2102 are the dates of precedence of, say, any two BMCs or any two QMCs or any two CPOs of the same rate. Refer, also, to p. 28, Feb. 1953 ALL HANDS.*—Ed.

## Marriage's Effect on Citizenship

SIR: A lot of questions turn up in the recruiting business but there's one that's got me stumped—maybe you can help me out. Does a native born citizen of the U.S. lose his citizenship rights by marrying an alien any time between 1918 and 1953?—J.C.A., BTC, USN.

• *Before 22 Sept 1922, yes. After that date, no.*

Under the provisions of the Act of 2 March 1907, Title 8, Sec. 9 of U.S. Code, a native-born citizen of the U.S. lost citizenship rights by marriage to an alien if such marriage was contracted on or before 22 September 1922. However, a person losing his or her citizenship under the above Act is subject to repatriation under the provisions of the Act of 25 June 1936, Chap. 801, 49 Stat. 1917, as amended 2 July 1940, Chap. 509, 54 Stat. 715.

Under the provisions of the Act of 22 September 1922, Chap. 411, Sec. 3(a), 42 Stat. 1022, a native-born citizen of the U.S. does not lose citizenship rights by marrying an alien, if such marriage is contracted subsequent to 22 September 1922.—Ed.

	Displacement Tonnage	Length	Width
USS Coral Sea (CVA 43)	51,000 (62,000 full load)	968 (o.a.) ft.	136 ft.
USS Missouri (BB 63)	45,000 (57,450 full load)	887½ (o.a.) ft.	108 ft.
SS United States	53,000	990 (o.a.) ft.	101 ft.
SS Queen Mary	81,237	1020 (o.a.) ft.	118.6 ft.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Leedstown Survivors Association**—The annual reunion dinner will be held 30 May 1953. All survivors of *uss Leedstown* (AP 73) may make reservations with Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• **uss Kilauea—Mt. Baker (AE 4)**—The third reunion of "Ship's Company" will be held 30 and 31 May 1953 in Cincinnati, Ohio. The price will be \$10.00 per couple which includes a dinner dance and refreshments for Saturday, and refreshments and lunch Sunday. Interested members should contact A. J. Finkbeiner, Elmwood Place, Cincinnati 16, Ohio.

• **Waves**—All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• **Navy No. 157, Palermo, Sicily**—The second reunion of all officers and men will be held over the week end of 27 June 1953 at the Hotel Penn-Harris, Harrisburg, Pa. For information write to A. L. Coddington, 679 Carlyle Place, Union, N. J., before 15 June.

• **USNH Bainbridge, Md.**—All hands who served at USNH Bainbridge during any part of 1951 and 1952, and are interested in holding a reunion with time and place to be decided, please contact Melvin R. Cohen, 149 Broadway, New York 6, N. Y.

• **uss Starlight (AP 175)**—Members of this ship's company interested in a reunion to be held at time and place to be decided may contact L. E. Haskins, A-221, 749 Octavia, San Francisco 4, Calif.

• **uss Oklahoma Veterans**—The third annual meeting of this association will be held at the Governor Clinton Hotel,

32nd St. and 7th Ave., New York, N. Y., on 2 and 3 May 1953. Interested persons may contact Edward H. Lutz, 673 Linley Road, Glendale, Pa., or Hugh W. McClarin, 215 4th St., Ridgefield Park, N. J.

• **Pt Officers**—Former PT officers are laying plans for their Annual Spring Reunion of Peter Tare Inc. The reunion will be held in New York City on 17 and 18 Apr 1953. Members interested in obtaining further information may write Box 1682, Grand Central Station, New York, N. Y.

• **LSI(L) Flotilla II**—Rear Admiral Lorenzo S. Sabin's fighting group will hold a reunion for all former officers and men in New York City, 14 and 15 Aug 1953. For further information, write to Mr. H. L. Bane, 14 South Broadway, Irvington, N. Y., or Mr. Joe Smith, Suite 2920, Empire State Building, New York, N. Y.

• **Radio Materiel School Alumni**—A reunion and dance for graduates and instructors and their ladies will be held at the Officers' Club, Naval Gun Factory, Washington, D. C., on 24 Apr 1953. For information, contact Mr. S. B. Hurwitz, 2503 Jennings Court, Silver Spring, Md.

• **Fifth Special Naval Construction Battalion**—The second reunion of this organization will be held 5 through 7 July 1953 at Los Angeles, Calif. Former members may write to Chief Kerrison, Box 607, Haynesville, La. California members write to Gene Crawford, 369 E. Riggan St., Monterey Park, Calif.

• **91st Naval Construction Battalion**—The fourth annual reunion of the 91st Seabees will be held in Anderson, Ind., 30 and 31 May 1953. For further details, write to N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• **uss ABSD 2**—A reunion of World War II crew members of this ship will be held on 1 May 1953, in New York, N. Y. For information, write to Ray Ferrara, 1461 58th St., Brooklyn 19, N. Y.

• **uss LST 845**—The fourth special reunion of all personnel of LST 845 will be held at the Hotel Roosevelt, Pittsburgh, Pa., 18 through 20 June 1953. This reunion is in addition to the previously announced meeting to be held in Detroit, Mich., in 1954. For complete information, contact John A. Osbourne, LST 845 Reunion Committee, 2011 North Illinois St., Indianapolis 2, Ind.

• **86th Naval Construction Battalion**—The 86th Seabees are planning their fifth annual reunion to be held in New York, N. Y., during April 1953. All former shipmates contact Albert J. Sheehan, 289 McKinley Ave., Brooklyn 8, N. Y.

• **46th Naval Construction Battalion USNR and 41st Naval Construction Regiment, USNR**—All hands who served with either or both of these units and are interested in holding a reunion, please write to O. L. Pickering, 614 Goodwyn Institute Building, Memphis, Tenn.

• **uss LCI(L) 966**—All hands who served in this ship and are interested in holding a reunion may contact either George E. Long, 12059 Milton St., Silver Spring, Md., or Dominic Cerra, 819 E. Drinker St., Dunmore 12, Pa.

• **uss Nashville**—The second reunion of this ship's crew was held 20 Feb 1953. It is planned that a yearly reunion will be held on 6 June, the ship's commissioning date. Former officers and men interested in such a plan may contact A. W. Roberts, 1251½ E. 1st St., Long Beach, Calif.

• **uss Concord (CL 10)**—The second annual reunion of this ship's crew will be held in Chicago, Ill., in September or October 1953. Interested members may contact Phillip A. Smith, Jr., 1366 E. Livingston Ave., Columbus 5, Ohio.

• **uss PC 474**—Former crew members of this ship interested in holding a reunion in July 1953 at Plymouth, Mass, may contact Everett D. Lewis, Jr., 39 Spring Road, Nahant, Mass.

## Correspondence Courses for PN's

SIR: I have been reading ALL HANDS since entering the Navy. One section I watch especially close is the one listing the various Enlisted Correspondence Courses which become available from time to time. However, I have yet to see any reference to a correspondence course for the personnel man rating. How about that?—W.E.M., PN3, USN.

• Among the Enlisted Correspondence Courses now in preparation are four that should make your eyes sparkle: PN3, PN2, PN1 and PNC. Announcements will be made in ALL HANDS, "The

Naval Reservist" and the "Naval Training Bulletin" when the courses are ready for distribution.—Ed.

## Excess Leave Checkage

SIR: On 30 June 1952, after credit of 39 days annual leave for the fiscal year had been made, a man's leave record showed a balance of minus 18½ days, (no emergency, reenlistment or recruit leave involved). Accordingly, his pay and allowances were checked for 18½ days excess leave. However, the disbursing officer checked his pay and allowances for 19 days. Is it possible to

check a man's pay for a half day leave?—J.M.S., PN2, USN.

• BuPers Manual provides that whenever the summation of an earned leave credit for the purpose of determining the number of days to be compensated for in cash upon separation from active duty results in a fractional day, credit for a full day shall be given. Therefore, this same principle must be applied to any case where the member is to be checked for excess leave. In the case mentioned, the member would be checked for 19 days since it is not possible to check a member for part of a day's pay.—Ed.



## Shore Duty for WOs

SIR: What is the present policy concerning shore-duty requirements for warrant machinists and chief machinists attached to the Navy's air arm?—J.A.W., CHMACH, usn.

• *Warrant machinists and chief machinists assigned to the aeronautical organization of the Navy are normally required to serve from four to five years at sea for every two years ashore.*—Ed.

## Prohibited Payment of MOP

SIR: Does the Mustering Out Payment Act of 16 July 1952 prohibit payment to members of the Naval Reserve who are discharged and reenlisted in the Naval Reserve while on active duty? Why should this category be excluded from payment at the time of discharge and reenlistment in the Naval Reserve while on active duty?—E.J.S., YNC, usnr (CAD).

• *The prohibition against payment of Mustering Out Pay to members of the Naval Reserve or Regular Navy who are discharged for the purpose of enlistment or reenlistment in the Naval Reserve is contained in Title V, Sec. 502(b) of the Veterans Readjustment Act of 1952, which reads, in part, as follows: "Each person eligible to receive Mustering Out Payment . . . shall receive one-third of the stipulated amount at time of final discharge or ultimate release from active service . . . or at the time of discharge or release for the purpose of enlistment, reenlistment or appointment in a Regular component of the armed forces. . ."*

*Similar language was contained in the MOP Act of 1944. The reason for the prohibition in question would appear to be to encourage enlistments in the Regular Navy. The above quoted provision of the Veterans Readjustment Assistance Act of 1952 is implemented by BuSandA Manual, para. 54165-6 (Item 11). Also see Alnav, ALL HANDS, September 1952, p. 6, and December 1952, p. 44.*—Ed.

## Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

uss *Melvin* (DD 680)—The cruise book of uss *Melvin*, covering the entire history of the ship, and more specifically its recent operations in the Mediterranean and Northern Europe, has been published. It is a 60-page volume and may be purchased for \$3.00. Send remittance to uss *Melvin* (DD 680), c/o Fleet Post Office, New York, N. Y.

## Tour of Duty for NROTC Officers

SIR: BuPers Circular Letter 62-52 states that the obligated service of an officer commissioned under the NROTC program is three years in accordance with a Public Law passed by the 82nd Congress.

Does this affect everyone who was ever commissioned under the NROTC program, or only those commissioned after the law was enacted? In my case, I was commissioned under the NROTC program in June 1951 under contract to serve a minimum of 15 months. Will I be eligible for release to inactive duty this June, or do I have another year to serve?—G.S., ENS, usnr.

• *You must be referring to Public Law 51, 82nd Congress, which says that "all officers commissioned from the NROTC program whose education was subsidized by the government are obligated to serve for three years on active duty after acceptance of first commission."*

*This means that you will be eligible for release from active duty, if you so apply on the third anniversary of your entry on active duty as a commissioned officer, in June 1954.*—Ed.

## Proceed Time on Transfer

SIR: I received orders while aboard ship for "temporary duty at Instructors Training School." My orders read, "upon successful completion of this course, you will be transferred ashore to a permanent duty station." If the course was "not successfully completed," I would be returned to my ship.

The ship would not allow me "proceed time" because they could not be sure that I was leaving permanently. What are the rules governing this?—T.J.F., FTC, usn.

• *If you are not transferred in a draft, four days "proceed time," exclusive of travel time, may be authorized if you are an enlisted man with dependents. When such personnel are transferred on permanent change of station, with or without temporary duty en route, and when the orders fix no date and do not express haste, proceed time is also authorized (Art. C-5316(8) BuPers Manual).*

*However, when an enlisted person is transferred from one permanent duty station and ordered to another permanent duty station with temporary duty en route, proceed time as specified above, if taken, must be taken prior to reporting at the temporary duty station and may not be taken after completing the temporary duty orders. In your case, proceed time could have been included in your orders.*—Ed.

## No Change in 4-Year Hitch

SIR: Several shipmates have been asking questions about a bill that is to be presented to Congress, concerning the reduction of all four-year enlistments to 30 months. They seem to think it concerns those personnel who enlisted after the outbreak of the Korean conflict. Do you know if there is such a bill?—E.W.M., PN3, usn.

• *BuPers has no knowledge of such a bill.*—Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

# Teamed Together for National Defense

CONGRESS, to coordinate the operations of U. S. armed forces deployed in various parts of the world, in 1947 passed the National Security Act. This act established a new executive agency, the Department of Defense.

Every salt water sailor knows a good bit about the Department of the *Navy*, knows that this department directs the actions of his ship and of himself. But not everyone has a clear idea of how the Department of Navy fits into the over-all Department of *Defense*.

It is the purpose of this article and the accompanying chart to give you a "bird's-eye view" of the various units which together are called "The Department of Defense" and which have their headquarters in the Pentagon building in Washington, D. C.

The chart also shows three other agencies which, although not a part of the Department of Defense, do assist the President in coordinating all government activities on behalf of the security of the nation. These agencies are the National Security Council, the National Security Resources Board and the Central Intelligence Agency.

The Department of Defense was established by the National Security Act of 1947 as a new executive department under the President. It is headed by a Secretary of Defense who sits with the other members of the President's cabinet (i.e., the Secretary of Agriculture, Secretary of Interior, etc.).

Under the Secretary of Defense come the three services, the Army, the Navy and the Air Force, with each service headed by its respective Secretary. These secretaries do not sit on the President's cabinet as they once did since they are now represented at these meetings by the Secretary of Defense.

To assist him in coordinating the efforts of the Army, Navy and Air Force, the Secretary of Defense not only has a deputy secretary and several top-level assistant secretaries but also four district agencies to help him. These are the Joint Chiefs of Staff (with its Joint Staff), the Armed Forces Policy Council, the Munitions Board and the Research and Development Board.

Let's take a closer look at each of these.

**Secretary of Defense**—He is the President's principal assistant in all matters relating to the defense of the nation. As Secretary of Defense, this executive supervises the operation of the entire Department of Defense within the policies stated by the President and the laws passed by the Congress.

At least every six months the Secretary of Defense submits a written report to the President and Congress explaining the expenditures, work and accomplishments of the Department of Defense and of the three military departments.

His control is moderated, though, by the fact that the Secretary of Army, Navy or Air Force, or any member of the Joint Chiefs of Staff, may present to Congress any recommendation relating to the Department of Defense. The only requirement is that the Secretary of Defense be first informed of the action.

As you see on the chart, the Secretary is aided by a *Deputy Secretary of Defense* and three *Assistant Secretaries*, one of whom is the *Comptroller*. The Comptroller supervises and directs the preparation of budget esti-

mates and cost accounting for the Defense Department.

The Comptroller also establishes uniform terminologies and procedures in fiscal and accounting matters. His methods form a pattern to be followed by the Comptrollers of the three Armed Services.

Deputy Secretary of Defense — is responsible for the supervision and coordination of the activities of the Department of Defense as directed by the Secretary of Defense. He acts for, and exercises the power of, the Secretary of Defense during the Secretary's absence.

**The Joint Chiefs of Staff**—This is the planning center for military action in the Department of Defense. It consists of the *Chairman*; the *Chief of Staff, U. S. Army*; the *Chief of Naval Operations*; and the *Chief of Staff, U. S. Air Force*.

Besides making broad plans and providing for the strategic direction of the Armed Forces, the Joint Chiefs of Staff also have the following duties:

- Prepare joint logistic plans and assign logistic responsibilities to the military services in accordance with defense plans.

- Establish unified commands in strategic areas when required by national security. For example, the Army, Navy and Air Force units operate under an Army general who serves as Commander in Chief of the Caribbean Command, an Air Force general in the Alaskan Command and an admiral who serves as CincPac.

- Make policies for joint training of the military forces, that is, conduct cross-training of personnel. For example, a number of Air Force fliers have passed their initial tests in landing on and taking off from carriers; a number of Navy fliers have been trained by the Air Force in the handling of its newest jet planes.

- Make policies for coordinating the military education of members of the military forces. For example, officers of the three services are being trained in combined courses at the National War College, the Industrial College of the Armed Forces, the Armed Forces Staff College, the Armed Forces Information School and others.

- Study the major requirements for materials and personnel.

- Provide U. S. representation on the Military Staff Committee of the United Nations in accordance with the provisions of the Charter of the U. N.

The Chairman is a Regular officer of the Armed Services who is appointed by the President with the consent of the Senate to "serve at the pleasure of the President" for a term of two years. He is eligible for one reappointment (with the consent of the Senate) except in time of war, when there is no limitation on reappointments.

Assisting the Joint Chiefs of Staff is the *Joint Staff*, composed of not more than 210 officers appointed by the Joint Chiefs in approximately equal numbers from each of the three Armed Services. These men, selected for their outstanding abilities, consider all problems involved in strategic defense planning and recommend solutions to the Joint Chiefs of Staff who, in turn, present their ideas to the Joint Chiefs of Defense for final decision.

**The Armed Forces Policy Council**—Composed of the three Service Secretaries along with the members of the

(Continued on page 34)



# ORGANIZATION OF THE NATIONAL SECURITY AGENCY

AS SET FORTH IN THE NATIONAL SECURITY ACT OF 1949



PRESIDENT OF THE UNITED STATES  
Dwight D. Eisenhower

## NATIONAL SECURITY COUNCIL

Chairman: Not named

### MISSION

Advise the President on integration of domestic, foreign and military policy.

### DUTIES

1. Recommend action re U. S. actual and potential military power, based on objectives, commitments and risks.
2. Recommend action re matters of common interest to federal activities concerned with national security.

### MEMBERSHIP

**Permanent:** The President  
The Vice President  
Secretaries of State and Defense  
Chairman, National Security Resources Board  
**Optional:** Secretaries and Under Secretaries of other executive departments and the military departments  
Chairman, Munitions Board  
Chairman, Research and Development Board



## SECRETARY OF DEFENSE

Chairman

Serve as principal assistant to the President of the United States.

Exercise direction, authority and control over the Department of Defense.

## DEPUTY SECRETARY OF DEFENSE

Responsible for the supervision of the Department of Defense as directed by the Secretary of Defense.

## CENTRAL INTELLIGENCE AGENCY

Director, Allen W. Dulles

### MISSION

Coordinate intelligence activities of federal agencies concerned with national security.

### DUTIES

1. Advise National Security Council on national security intelligence activities of federal departments and agencies.
2. Recommend necessary coordination of such activities to National Security Council.
3. Correlate, evaluate and disseminate national security intelligence.
4. Render intelligence services for other federal departments and agencies.



## ASSISTANT SECRETARY (COMPTROLLER)

Wilfred J. McNeil



## JOINT CHIEFS OF STAFF

Chairman, General Omar Bradley

### MISSION

Principal military advisers to the President, the National Security Council and the Secretary of Defense.

### DUTIES

1. Strategic planning for and direction of military forces.
2. Joint logistic plans and assignment of logistic responsibility to services thereunder.
3. Established unified commands in strategic areas.
4. Formulate joint training policies.
5. Formulate coordinating military education policies for services.
6. Review major military material and personnel requirements under strategic and logistic plans.
7. Provide U. S. representation on Military Staff Committee of United Nations.

### MEMBERSHIP

Chairman, Joint Chiefs of Staff  
Chief of Staff, Army  
Chief of Naval Operations  
Chief of Staff, Air Force



## ARMED FORCES POLICY COUNCIL

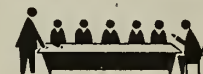
Chairman, Charles Erwin Wilson

### MISSION

Advise the Secretary of Defense on broad armed forces policy matters.

### MEMBERSHIP

Secretary of Defense, Chairman  
Deputy Secretary of Defense  
Secretaries of: Army, Navy, Air Force  
Chief of Staff, Army  
Chief of Naval Operations  
Chief of Staff, Air Force



## JOINT STAFF

### DUTIES

As directed by the Joint Chiefs of Staff.

### MEMBERSHIP

Not to exceed a total of 210 officers from Army, Navy and Air Force; approximately equal numbers from each



## DEPARTMENT OF THE ARMY

SECRETARY  
Robert T. Stevens



### UNDER SECRETARY

Earl D. Johnson

### ASSISTANT SECRETARY

Not named

### ASSISTANT SECRETARY

Not named

### ADMINISTRATIVE ASSISTANT

John D. Marlyn

### CHIEF OF STAFF

General J. Lawton Collins

## DEPARTMENT OF THE NAVY

SECRETARY  
Robert T. Stevens

### UNDER SECRETARY

Charles S. Thomas

### ASSISTANT SECRETARY

Not named

### CHIEF OF STAFF

Admiral W. S. Anderson

# NATIONAL SECURITY

SECURITY ACT OF 1947 AS AMENDED

UNITED STATES

POWER

DEFENSE

/son

ent in all matters relating to

er the Department of Defense.

OF DEFENSE

s

ation of the activities of the  
etry of Defense. Acts for, and  
during his absence or disability.



## NATIONAL SECURITY RESOURCES BOARD

Chairman: Not named

### MISSION

Advise the President re coordination of military, industrial and civilian mobilization

### DUTIES

Develop policies and programs for:

1. Manpower mobilization.
2. Effective war-time use of resources, balancing military and civilian requirements.
3. Unified war-time federal effort in production, procurement, distribution, transportation of military and civilian supplies, materials and products.
4. Determining status of potential war-time supply vs needs for manpower, resources and productive facilities.
5. Strategic and critical material reserves and their conservation.
6. Strategic relocation of key industrial, service, government and economic activities.

### MEMBERSHIP

Heads of such federal departments and agencies as the President directs. Presently:

Secretaries of: State, Treasury, Defense, Interior, Agriculture, Commerce and Labor.

ASSISTANT SECRETARY  
(MANPOWER AND PERSONNEL)

John A. Hannah

ASSISTANT SECRETARY  
(INTERNATIONAL SECURITY  
AFFAIRS)

Frank C. Nash



## MUNITIONS BOARD

Chairman: Not named

### MISSION

Perform the following duties under the Secretary of Defense in support of JCS strategic and logistic plans:

### DUTIES

1. Coordinate Department of Defense activities in industrial matters, their procurement, production and distribution plans.
2. Plan for military aspects of industrial mobilization.
3. Assign inter-service procurement responsibility; plan for specification standardization and for single purchase authority allocation.
4. Prepare potential production and personnel estimates for evaluating logistic feasibility of strategic operations.
5. Determine priorities with military procurement programs.
6. Supervise assigned subordinate agencies.
7. Establish most efficient inter-service logistic organization.
8. Correlate and develop policies for military vs civilian requirements, particularly on strategic and critical materials through liaison with other federal activities.
9. Reconcile JCS logistic requirements with those of supply agencies, recommending action to the Secretary of Defense.

### MEMBERSHIP

Chairman of the Board

Under or Assistant Secretaries of: Army, Navy, Air Force

## RESEARCH & DEVELOPMENT BOARD

Chairman, Walter G. Whitman

### MISSION

Advise Secretary of Defense on status of scientific research in re national security and assure adequate provision for research and development on scientific problems in re national security.

### DUTIES

1. Prepare integrated military research and development program.
2. Advise on scientific research trends re national security, and steps to assure constant progress.
3. Coordinate research and development among the services and allocate responsibility for specific joint programs.
4. Formulate Department of Defense policy on research and development matters outside the Department.
5. Examine interaction of research and development and strategy, and advise JCS thereon.

### MEMBERSHIP

Chairman of the Board

Two representatives each from Army, Navy, Air Force, designated by the Secretaries of these departments.



THE NAVY

son

ASSISTANT SECRETARY FOR AIR

John F. Floberg

ADMINISTRATIVE ASSISTANT TO SECRETARY

John H. Dillan

OPERATIONS

echter

## DEPARTMENT OF THE AIR FORCE

SECRETARY  
Harold E. Talbott

UNDER SECRETARY

James H. Douglas, Jr.

ASSISTANT SECRETARY  
(MANAGEMENT)

H. Lee White

ASSISTANT SECRETARY  
(MATERIEL)

Not named

CHIEF OF STAFF

General Hoyt S. Vandenberg





Joint Chiefs of Staff and the Deputy Secretary of Defense, this council advises the Secretary of Defense on broad Armed Forces policy matters. It considers and reports on all subjects that the Secretary of Defense directs, performing much the same functions for SecDef as does the National Security Council for the President.

**The Munitions Board**—The Chairman of the Munitions Board is appointed by the President from civilian life, by and with the consent of the Senate. The three military departments are each represented on the Board by either an Under Secretary or an Assistant Secretary.

The Munitions Board serves as the coordinating agency within the Department of Defense for official communications to and from the National Security Resources Board and other government agencies. From the Munitions Board flow much of the basic data needed by the National Security Resources Board and other related agencies in the discharge of their broader responsibilities to the President.

Basically the Munitions Board is responsible for:

- Coordination, procurement, production and distribution plans and policies of the departments and agencies of the Department of Defense.
- Liaison with other departments or agencies of the Government with a view toward correlating military requirements with the civilian economy.
- Stockpiling of critical materials.
- Planning military aspects of industrial mobilization.
- Assigning inter-service procurement responsibility and planning for standardizing specifications and for allocating single purchase authority.
- Establishing the most efficient inter-service logistic organization. One early move was to combine the Air Transport Command of the U. S. Air Force and the Naval Air Transport Service to form the Military Air Transport Service (MATS). Another move was the joining of the Army's and the Navy's sea transportation services into the Military Sea Transportation Services (MSTS).

**Research and Development Board**—It coordinates the creating and developing of military equipment and assures teamwork with civilian scientists.

In order to keep the Secretary of Defense informed on research and development matters, the Board works closely with the Joint Chiefs of Staff, the Munitions Board and the Departments of Army, Navy and Air Force. The Board makes periodic reports to the Joint Chiefs regarding the status of every important type of weapon under development, telling them the performance characteristics expected and how soon it should be ready for use. The Board coordinates research and development among the military departments.

Two representatives from each of the three military departments, acting under a chairman appointed by the President, comprise the Research and Development Board. One of these representatives is the Under Secretary or an Assistant Secretary, the other is a military officer. Like the chairman of the Munitions Board, the civilian chairman of the Research and Development Board is directly under the authority of the Secretary of Defense and has the power to act for him.

These then are the components of your Department of Defense. As mentioned earlier, there are three other agencies which also contribute directly to the security of

the U. S., but which are of a broader scope and are not included in the Department of Defense.

#### Other National Defense Organizations

**The National Security Council** brings together and evaluates foreign, domestic and military policies relating to the national security.

In the Council all major considerations affecting national security, including political, economic and military factors, are evaluated as a basis for recommendation to the President, who, as a member, presides over Council meetings.

The work of the Council enables the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security. The Council is something new in U. S. history. Briefly, it studies the objectives, commitments and risks of the U. S. in relation to the actual and potential military power of the nation.

In addition to the President, the Council is composed of the Vice President, the Secretary of State, the Secretary of Defense, the Chairman of the National Security Resources Board, the Secretaries or Under Secretaries of certain other executive departments (including the military departments), the Chairman of the Munitions Board and of the Research and Development Board.

Normally the Council gets its basic information from the existing departments and agencies. Its "Secretariat" is largely concerned with analysis and correlation of such information and its orderly preparation for consideration by the Council.

**Central Intelligence Agency**—Under the direction of the National Security Council, the Central Intelligence Agency coordinates intelligence activities of all Federal agencies concerned with national security. Its principal duties are:

- To advise the National Security Council on national security intelligence activities of Federal departments and agencies.
- To evaluate and disseminate national security intelligence.

CIA interprets information about foreign forces and domestic activities that might be a threat to our country and provides facts upon which the National Security Council and other agencies can base plans and policies.

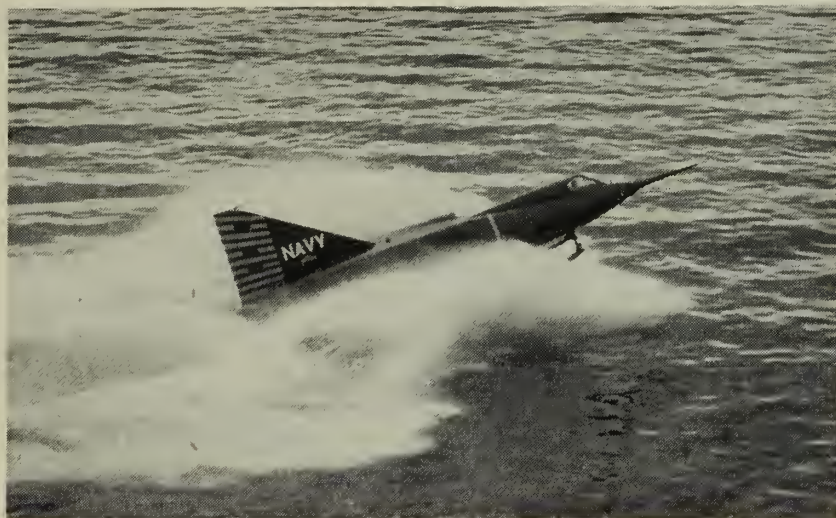
**The National Security Resources Board** advises the President on the coordination of military, industrial and civilian mobilization. Made up of the heads of such Federal departments and agencies as the President directs, the Resources Board presently consists of the Secretaries of State, Treasury, Defense, Interior, Agriculture, Commerce and Labor. The civilian chairman, appointed by the President, has a staff of specialists to assist the Board in carrying out its functions.

The Board must help determine the availability and most effective wartime use of manpower, raw materials, products, electrical power, fuel, transportation and communications facilities and other resources. This means that it must develop policies and programs for stockpiling and conserving strategic and critical materials and, for separating and dispersing certain key industrial, service, Government and economic activities.

(NOTE: ALL HANDS will follow this round-up of the Department of Defense with a summary of the naval establishment and the duties and responsibilities of the Secretary of the Navy and the Chief of Naval Operations.)



# TODAY'S NAVY



'SEA DART'—Navy's delta wing XF2Y-1 experimental jet seaplane is equipped with hydro-skis for better rough water takeoffs, landings.

## 'Airphibious' Assault

Above the beach-bound landing barges, the whirling of giant rotor blades marked the progress of Second Marine Aircraft Wing helicopters flying the five-mile route from the carrier *USS Kula Gulf* (CVE 108) to the snow-covered Labrador beachhead where Operation *Noramex II* came to a climax.

The cold weather maneuver to test equipment and train men was not exactly new, neither was the use of the big helicopters for landing troops from a carrier. But the Marines, originators of "airphibious" attack, were scoring another first by making the first 'copter ship-to-shore operation under sub-arctic conditions. The use of helicopters in amphibious warfare was first demonstrated in Operation Packard III in 1950.

The Leathernecks, making the hop from carrier-to-beachhead, cradled their rifles and adjusted their combat packs with an awareness that they were the envy of their comrades taking the chilly water route. The 10-minute flight brought the men to the landing zone, fresh, dry and as warm as possible in the frigid climate.

The 'copter phase of *Noramex* ("Northern Amphibious Exercise") was the task of Marine Helicopter Transport Squadron 262 of the Second Marine Aircraft Wing at Cherry

Point, N. C. The Leathernecks landed were members of the Second Marine Division, FMF, from Camp Lejeune, N. C.

Although the carrier operation was not a new experience for the squadron, the climate and terrain brought on new problems for operating with ground troops, evaluating equipment and training. The difficult working conditions, however, did not keep the enlisted engineering men from maintaining an average availability of 93 per cent of the helicopters throughout the operation.

Participants in the cold-weather operation, many of them veterans of the bitter Korean cold, wore special clothing and thermo-boots at all times. A group of the pilots and ground personnel tested the new cold-bar uniforms.

## Ski-Jet Makes Preflight Trials

The world's first delta-wing, jet-powered seaplane has been built for the Navy and is undergoing preflight trials.

The radical aircraft, the XF2Y-1 *Sea Dart*, has been built to take off and land on a hydro-ski that will keep its fuselage well above the surface when it is moving rapidly. As soon as the plane is airborne, the hydro-ski will retract into the craft's belly, giving the *Sea Dart* the low-drag flight of a land-based jet.

The Navy states that the high-speed, fighter-type aircraft should help "expand the air defense perimeter of fleets at sea and installations ashore." By making use of water for a landing field, the *Sea Dart* should be able to operate without the need of elaborate airdromes.

The plane, still in the experimental stage, has no horizontal tail, but is equipped with a triangle-shaped vertical fin and rudder. "Elevons" on the trailing edge of the wings replace the conventional ailerons and elevators.

## Award for 'Victory at Sea'

"Victory at Sea," the history of the U. S. Navy in World War II, was the best television program of last year according to an award committee of 13 judges.

The committee, giving its Sylvania Television Grand Award to the joint U. S. Navy National Broadcasting Company program, praised the series' "honest impact."

"Victory at Sea" was also voted the best documentary television program in 1952 in another nation-wide poll conducted among leading radio and television editors.

## YESTERDAY'S NAVY



U.S. Navy seaplane, NC-4, completed trans-Atlantic flight on 27 May 1919. Battle of Coral Sea began, 4 May 1942.

The first German U-boat to surrender in World War II gave up to a U.S. Navy plane off England, 10 May 1945.

## MAY 1953

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						





THREE OF FOUR PhibLant flagships make rare appearance together at Norfolk—USS *Mount Olympus* (AGC 8), *Taconic* (AGC 17) and *Pocono* (AGC 16)

### Savings in Sliding Masts

The extensible radio and radar masts used on newly constructed submarines and on snorkel-converted types, like so many other parts of a submarine, are complicated devices. They must be lightweight and rigid and they must have a highly-polished, corrosion-resisting surface. This last feature is necessary so that they can slide easily through the bearings and stuffing boxes when retracted into the sub's interior.

Finally, radio and radar masts must be rugged. This combination of characteristics calls for a sliding mast that is no cinch to build, under any condition. Thanks to a new process, a large number of masts are now being turned out by a method that is not only less laborious but more economical.

The older machining-forging process turned out masts in much the same manner as periscopes, by forging, machining and piercing solid billets of stainless steel.

The new process uses commercial low-alloy steel tubing for core tubes. Then the core tubes are accurately straightened out and machine-turned to smoothness. In the final step, the cores are covered by a shrunk-on jacket of Monel. A nickel-copper alloy, Monel is one of the best salt-water corrosion-resisting metals.

When the rapidly accelerated submarine conversion and building program began late in 1950, estimated mast requirements were also greatly

increased. To produce the masts by the older method would have required 11,320 tons of hard-to-get stainless steel. Furthermore, since some of the masts were larger and longer than the average periscope tube, there was doubt as to whether they could be satisfactorily produced at all.

Through new designs and the use of improved fabrication techniques, the new process is able to turn out the required number of masts from only 465 tons of metal, just four per cent of the previous tonnage. The resultant saving in money was a comfortable 2.5 million dollars.

### Wave Bugler

Evening colors, sounded with the feminine touch, was recently the order of the day at the Newport, R. I., Naval Station. Wave Barbara Moulton, SA, took over the bugler's duty while the station's regular bugler was away on holiday liberty.

Station old-timers believe her to be the first woman member of the base's official formation for either morning or evening colors.

Seaman Moulton's qualifications for bugler duties is a result of her school days. While attending high school at Franklin, N. H., she played the trumpet and French horn in the school band. Her first military bugling came last summer when she enlisted in the Navy. Assigned to the Bainbridge, Md., Naval Training Center, she became regimental bugler for both morning and evening colors.

### Shallow Water Sweepers

Minesweeping boats have officially come into their own with the recent commissioning of Minesweeping Boat Division Two on the West Coast. Certain craft such as motor launches and LCVs have served as minesweeping boats—and have gained a name for themselves operating as Minesweeping Boat Division One—but the new division will be the first to have specially-built boats of its own.

The new MSBs are wooden-hulled vessels 57 feet in length with a 10-knot speed and a seven-man crew. They are Diesel-powered, with twin screws and carry lightweight sweeping gear.

MSB Division Two's commissioning ceremony took place in front of the gymnasium at the Terminal Island section of the Los Angeles, Cal., naval base. The division's first boat, MSB 19, was received shortly after the unit's commissioning. Other boats are joining up on delivery by the West Coast commercial manufacturers.

The new sweeping group joins a fighting company. In the Far East, mine groups contain two per cent of the naval personnel serving in Korean sea operations, yet these groups have suffered about 25 per cent of the casualties.

The MSBs' specialty is operating close to the beach and sweeping in shallow waters. Because of this they were able to take some of the load off the larger sweepers—the 180- and 220-foot AMs and the 136-foot AMSs.

Eight of the large craft have been hit by enemy shellfire, three of them more than once. And four of the larger, deeper-draft sweepers were lost while sweeping through fields of shallow-laid mines. This type sweeping is now an MSB specialty.

When the Korean fighting broke out there was no such craft as a minesweeping boat in the Pacific Fleet. As a matter of fact, the Navy never had had a small craft designed specifically for minesweeping, although on a few occasions small craft had been pressed into service for emergency sweeping during World War II.

But as the above-mentioned casualties of the larger sweepers demonstrated, it became evident that the larger sweepers couldn't operate with an acceptable margin of safety in restricted waters. As a result, open, unarmed motor launches and small landing craft were fitted with lightweight sweep gear and put to work.



With a few lusty volunteers as crewmen, they were organized as MSB Division One.

So far in Korean operations, MSBs have swept almost half of all the mines thus far disposed of in the harbors and roadsteads of North Korea.

One of these busy boats, No. 16, is known as the "smallest flagship in the world." As such, she carries the commander of MSB One and leads the other boats, usually three or four, into the minefields.

Now No. 16 and the other 40-foot motor-launch minesweepers will be joined by the trim, new motor minesweepers of Division Two.

### **Eight-Year-Old Commodore**

An eight-year-old honorary "Commodore" in the U.S. Navy recently reported for duty at an orphanage in Seoul, Korea.

A Korean lad, whose only name is "Jimmy," was found on the dock in Pusan by crewmen of USS *Mount McKinley* (AGC 7) when the flagship was there recently. Starving and dirty, he was taken aboard ship for a hot shower and a big meal. He welcomed both.

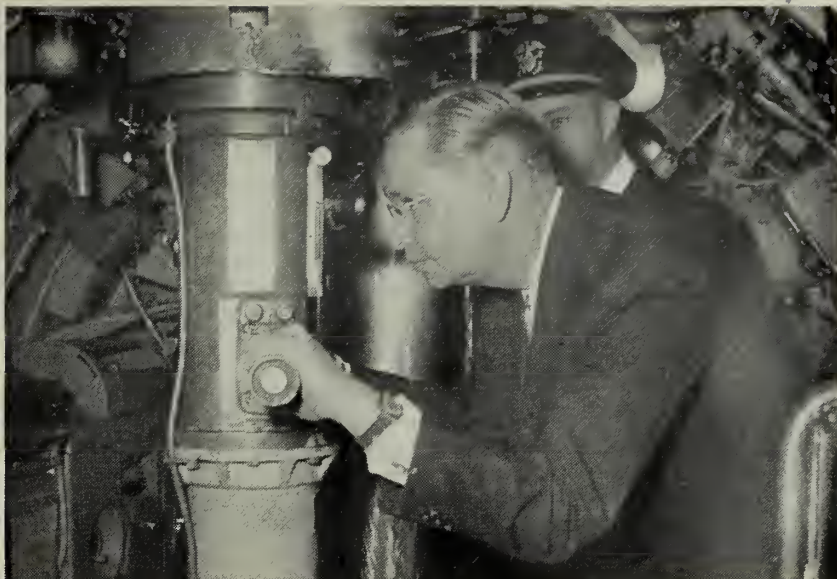
Later his story was pieced together. After his parents were killed by the Reds, Jimmy was left alone—without kin, food or shelter. American soldiers and merchant seamen kept him fed and clothed as best they could. And from them, Jimmy learned English. Now the lad speaks only English and his native Korean language is as foreign to him as to the average G.I.

On board *Mount McKinley* Jimmy was given free run of the ship with only one restriction. Around his neck he wore a sign which read: "Please do not feed Jimmy." For his own good this sign was a reminder to the crew that even a well-liked growing boy can eat only so much.

While plans were made to provide a permanent home for him, Jimmy made friends with the officers and men. A few days after reporting aboard, he was given his own service number, health record and an original uniform of his own.

After arrangements were completed to "transfer" Jimmy to the Seoul Sanitarium and Hospital, crewmen took up a collection to buy him "civvies" and provide enough money to meet any incidental expenses that might result by the transfer.

Jimmy expects to be at the orphan-



SECRETARY of the Navy Robert B. Anderson looks through periscope of USS *Sealion* (ASSP 315) while touring naval installations near Norfolk.

age for only a short time since a U.S. Navy medical officer now in Japan has made arrangements to adopt the lad.

### **New Women Marines' Director**

Lieutenant Colonel Julia E. Hamblet, USMC, will become Director of Women Marines 1 May, succeeding Colonel Katherine A. Towle, who is retiring and will become dean of women at the University of California. Colonel Towle has been Director since 1948.

At 36, Lieutenant Colonel Hamblet will be the youngest director of women in the armed services and will be promoted to the rank of colonel when she assumes her new job. She is presently officer in charge of the Women Officers Training Detachment, Marine Corps Schools, Quantico, Va.

She was graduated from the first Marine Corps Women's Reserve Officer Training Class at Mt. Holyoke, Mass., and was commissioned a first lieutenant in the Marine Corps Reserve on May 4, 1943. Before entering the Marine Corps, the new Director of Women Marines worked for the U. S. Information Services at Washington, D. C.



LtCol Hamblet

### **National Champs in USNR**

Top honors in the 1952 Naval Reserve annual inspection competition went to Organized Surface Division 8-29 of New Orleans, La., and Organized Submarine Division 9-225 of Chicago, Ill. These units will receive the James Forrestal Trophy and the C. W. Nimitz Trophy, respectively. Runners-up were Surface Division 9-104 of Pontiac, Mich., and Submarine Division 13-7 of Portland, Ore.

In the Construction Battalion competition (included in the current national competition for the first time), Organized CB Company 9-30 of Colorado Springs, Col., took first place to win the J. J. Manning Trophy. Runner-up was Organized CB Company 3-30 of Yonkers, N. Y.

The winning units were chosen from a select group of divisions and companies nominated by commandants of all continental Naval Reserve districts and the Territory of Hawaii. Scoring was on the basis of 60 per cent for training, 20 per cent for personnel and 20 per cent for administration. Continued improvement in the units was reported by the inspecting board, which consists of naval officers who travel more than 35,000 miles to make their inspections.

This is the fourth annual inspection that has been held since 1948 when the Naval Reserve inspection reviewing board was established. Competition for fiscal 1950 was suspended because of the outbreak of war in Korea.



## 'Chief San' Gets His Picture Hung

The kids in a Tokyo orphanage are receiving help not only from the local sailors of ComNavFe but from as far away as Chicago where a chief petty officer has rallied citizens to their cause.

It all started back in 1949 when the enlisted men attached to the ComNavFe selected the "Home of Affection" orphanage as the one most worthy of a Christmas party. Chief Machinist's Mate Harry E. Frame, USN, was manager of the enlisted men's club in Tokyo at the time the EM club decided to befriend the Japanese youngsters.

The Navymen threw a party for the youngsters in real American style and after the party, several enlisted men accompanied the orphans home. They found, by Japanese standards, a large home with ample grounds.

The Navymen learned that the orphanage was receiving no direct support from any agency except an allowance from the government for food.

The men of ComNavFe replaced broken windows in the orphanage, reached into their pockets and purchased stoves and bought coal. They wrote their families, telling them about the first Christmas party for the orphanage which they had named "Home of Affection" and of the children's need for clothing.

From Chief Frame's home town of Canton, Mo., came 21 boxes of clothes. From Durango, Colo., came shoes for each of the boys and girls and one anonymous benefactor from the chief's home town sent \$500.

Shipments of concentrated foods go forward regularly to the little Japanese as gifts of the Girl Scouts. Chief Frame, now an instructor at U.S. Naval Training Center, Great



CHIEF HARRY E. FRAME works with scouts in sending gifts regularly to Japanese war orphans in Tokyo.

Lakes, Ill., continues his work for the orphanage by giving talks during his off-duty hours before charitable organizations.

Although ComNavFe headquarters was moved from Tokyo to Yokosuka in late 1952, the enlisted club insured a happy Christmas for the orphans by sending a \$500 contribution. In fact each year since 1949 there has been a Navy Christmas party for the youngsters thanks to the continuous support of the enlisted men in Japan and the Girl Scouts and other groups in the Chicago area.

Long ago Chief Frame's picture was hung in the orphanage by the Japanese youngsters, and he was given the title of respect "Chief San." Last year the chief received Christmas cards from the children of the orphanage, each hand-made with crayons and wishing him good health.

## Camp Honors Leatherneck

The new home of Headquarters, Fleet Marine Force, Atlantic, has been named "Camp Elmore" in honor of an enlisted marine, Navy Cross Winner Private First Class George W. Elmore, USMCR, who was killed in Korea.

Elmore was killed 26 February 1951 while serving with the Fifth Marine Regiment of the First Marine Division. As an automatic rifleman, he was covering the evacuation of casualties from an unprotected position

when enemy fire fatally wounded him.

Camp Elmore, a part of the South Annex to the Naval Base in Norfolk, Va., was formerly a unit of a series of installations which were collectively known as Camp Allen. It was built more than 10 years ago as a billeting and training area for the Sea-Bees. Later it was used as a camp for German prisoners of war and subsequently by the Army for personnel attached to the Hampton Roads Port of Embarkation.

## Record for ARVs

On her second tour of duty in the Far East to provide supplies for aircraft carriers, the aviation repair ship *uss Chourre* (ARV 1) recently set a new record in underway replenishment for ships of its type.

In one day *Chourre* transferred 1108 items of aviation spare parts weighing 76,000 pounds. This surpassed the record of 36,000 pounds set by *uss Jupiter* (AVS 8) earlier last year.

Early in the morning *Chourre* went alongside *uss Oriskany* (CVA 34), the first of the three carriers to which spare parts were transferred that day. Next to receive supplies was the carrier *uss Kearsarge* (CVA 33) and in the afternoon, parts were transferred to *uss Essex* (CVA 9).

*Chourre* reported to the Far East last fall to relieve *Jupiter* as the aviation spare parts supply vessel for the Seventh Fleet. In addition to her supply mission, *Chourre* provides additional repair facilities for aircraft stationed in the area.

This service that *Chourre* provides to the carriers permits them to keep a maximum number of planes in the air hitting the enemy for an extended period before returning to a permanent base for maintenance.

## Marine Saved from Jaws of Jet

A near tragedy was averted at the Marine Corps Air Station at Cherry Point, N.C., when two quick-thinking Marines of the Second Marine Air Wing saved a buddy's life.

A freak accident occurred when Corporal Ronald Berg, USMC, slipped from the nose of a *Banshee* jet photo plane. The path of his fall was in front of the intake opening of the powerful engine which was then turning over at almost total power.

As Berg fell the power of the rushing air sucked him headfirst into the jet intake.

Immediately, a second ground crewman, Corporal Raymond Fraley, USMC, who was standing nearby, threw himself on the body of the luckless Berg at the risk of being sucked into the engine himself. He grabbed Berg by the shoulder and legs and held fast. So great was the suction however, that Fraley could neither pull Berg from the intake nor withdraw his own arms and the deafening wail of the jets made it useless to call for help.

It was then that another alert Ma-



'MISS HAP,' Korean kitten, is 'piped' milk by Marine. Right: Navymen give sparrow first aid on USS Toledo (CA 133).

rine, Master Sergeant Robert Sprunck, USMC, who was working under the plane, looked up and saw what was happening. He immediately reached up under the engine and threw the throttle linkage to the idle position, cutting the engine's power.

Berg, bruised, battered and suffering from shock was pulled from the intake opening and rushed to sick bay. Thanks to his fast-thinking buddies, he escaped with no worse injuries than severe bruises, two black eyes and two broken ribs. Any delay could have meant death.

### EMs Head for Fiddler's Green

"Fiddler's Green" is the name that has been chosen for the new Enlisted Men's Club at the U. S. Naval Training Center, Bainbridge, Md. The name was selected from a "name the club" contest. The winning entry was submitted by Seaman Recruit Richard L. Raymond.

Raymond, who knows his Navy lore, states that "Fiddler's Green" was to old-time sailors what the "Happy Hunting Ground" was to the North American Indians. The Indians believed that the souls of their warriors and hunters pass after death to a region of happy hunting and feasting. "Fiddler's Green" is a mythical place among the South Sea Islands. It is the last port of call for all good seamen, where the weary mariners can pass their time spinning yarns.

Additional funds were made available when sailors and Waves turned to, helping with the carpentry, paint-

ing, wiring and decorating of the new club.

The club features a new floor, a large stage, TV room, game room, two snack and beverage bars and a cafeteria. It is operated by an enlisted man who acts as manager, and is governed by a board of enlisted personnel. Construction of the new EM club was made possible through funds granted from the BuPers Central Recreation Fund.

### Navy Housing Unit in Monterey

A second group of Navy housing units is being made available to mar-

ried naval personnel serving in the Monterey, Calif., area. This increment contains 384 housing units for officers and enlisted personnel.

The first group, occupied since last July, contains 71 units for officers and 64 for enlisted personnel. Situated on oak-and-pine covered hills overlooking Monterey Bay, these units are considered by many as among the finest of their type.

Monthly rents range from \$59 for one-bedroom units to \$107 for three-bedroom units. Units are provided with stoves and refrigerators, but otherwise are unfurnished.



NICE WORK—visiting with movie stars. Stanley J. Galloway, JO3, USN, and Benny J. Drye, SN, USN, chat with Joanne Dru aboard ship in San Diego.



## Fourth Tour for 'Happy Valley'

The aircraft carrier *uss Valley Forge* (CVA 45) is back in action with Task Force 77, the first carrier to return to the Korean conflict for the fourth time.

*Valley Forge's* first tour in the Korean theater began when she was called off a peace-time cruise to the Orient to launch what turned out to be the first carrier-offensive of the war on 3 July 1950. The ship remained in the Korean area until November 1950 when she returned to San Diego.

After only five days in her home port *Valley Forge* returned to Korea. Daily sorties from her flight deck made attacks on key transportation and supply centers of North Korea.

Ten months later *Valley Forge* returned to the U.S. for a major overhaul at the Puget Sound Naval Shipyard, Bremerton, Wash. In December 1951 the flat-top once again joined Task Force 77. She returned to San Diego on 3 July 1952—two years after her first attack on the Communists in Korea.

Nearly 100 men are serving their fourth tour of Korean combat duty in the "Happy Valley".

## Souvenirs from Four Wars

Souvenirs from four American wars ranging from the Revolution to the Korean conflict are the latest acquisitions of the U. S. Naval Academy Museum at Annapolis, Md.

## Second Atomic Sub to Bear Famed Name of Sea Wolf

"Sea Wolf" has been chosen as the name of the Navy's second nuclear-powered submarine. Her designation will be SSN 575. Scheduled for construction in the "not-too-distant future", she will be built at the same Groton, Conn., shipyard that is now building the first nuclear-powered sub — *uss Nautilus* (SSN 571).

In design, the two submarines will be similar. Their differences will lie in their power plants. *Sea Wolf's* plant will have an "intermediate" reactor using, as its coolant, liquid metal. *Nautilus'* power plant will have a thermal reactor (low speed neutrons) that uses a water coolant.

The name of two earlier submarines is carried on by *Sea Wolf*. The first, as *Sea Wolf*, was author-

ized in 1909. In 1911, however, along with other Navy subs, her name was discarded for a letter and number. She became the *H-1* (the first *Nautilus* became the *H-2*). After service off both coasts, the *H-1* was lost at sea in March 1920.

The second, also *Sea Wolf* (SS 197), went into commission 1 Dec 1939. An early type of fleet boat, she made 15 war patrols during World War II, covering practically all of the enemy's known Pacific shipping routes. A high-scoring submarine was the second *Sea Wolf*. She sent more than 71,000 tons of enemy shipping to the bottom.

On her 15th patrol she disappeared and on 28 Dec 1944 she was officially announced overdue from patrol and presumed lost.

One of the relics is from the Revolutionary War — a sword once carried by Charles Bulkely, a crew member aboard the *Alfred* in the early days of the American Navy. The *Alfred* was a 30-gun converted merchantman which acted as flagship for John Paul Jones' seven-ship fleet. It was aboard the *Alfred* that the first ensign, the Grand Union flag, was unfurled in 1775.

A second, a memento from the Spanish-American War, is a watch which once belonged to British Rear

Admiral (then Captain) Sir Edward Chichester, who helped to avert an impending clash between American and German warships at Manila Bay in 1898. The American unit, under Admiral George Dewey was blockading the Manila area following the defeat of the Spanish there. A German squadron openly violated blockade restrictions and created a dangerous crisis. Admiral Dewey warned the German admiral to observe the American blockade or face war with U. S. The German admiral urged Captain Chichester, commanding officer of the British force present, to join him in defying the blockade order — Chichester refused siding with Dewey. That ended the threat; the Germans withdrew.

The souvenir from World War II is a flight deck fragment from the carrier *uss Saint Lo* (CVE 63). *Saint Lo* was lost off the island of Samar in the Philippines during the battle of Leyte Gulf in October 1944.

In addition, the commanding officer of the heavy cruiser *uss Bremerton* (CA 130) has added an enemy "burp" gun to the museum's growing Korean war collection. The gun, a sub-machine weapon capable of an extremely high rate of fire, was one of three presented to *Bremerton's* skipper by Brigadier General Kim, commander of the Fifth ROK Division. General Kim made the gift in appreciation of *Bremerton's* action while furnishing gunfire support to South Korean troops.



HANGAR DECK of *USS Tripoli* (CVE 64) was turned over to one of the Red Cross bloodmobiles as ship's crew volunteered to donate their blood.

## Texas Gun-Rangers Train

Navy pistolers of Naval Air Station, Corpus Christi, Tex., are taking careful aim in anticipation of defending their 8th Naval District pistol championship.

The Corpus Christi team is gunning to repeat last year's performance which saw NAS cop both team trophies as well as half of the eight medals and walk away with the championship over 25 shooters from other district activities.

Outstanding in the 1952 shoot-offs were NAS competitors Milton W. Davis, AL1 (AP), USN, individual first place winner; Lieutenant F. H. Wilson, USN, runner-up, and Captain L. W. Bays, USMC, third place medal winner.

## 'Worriers' Are Champs

The Atlantic Fleet Battleship-Cruiser Force basketball crown has a new owner this season. The USS Worcester "Worriers" topped the defending champion team from USS New Jersey 82-66 in the championship game played at Norfolk, Va.

The Worriers came from a 35-33 halftime deficit to clinch the game and the title in the fourth quarter. The New Jersey cagers had held the crown for two years.

## The Shootingest Ship?

Submariners of USS Carbonero (SS 337) proudly point to an accomplishment they believe to be a record, percentage-wise, for any ship in the Navy. Over 20 percent of the crew have been awarded Expert Pistol Shot medals.

When the sub was undergoing a conversion period in Mare Island Naval Shipyard at Vallejo, Calif., all hands were indoctrinated in the use of small arms.

## Sailors are Champ Sailors

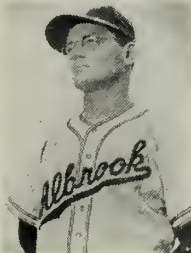
Sailing is not only a sailor's business, but frequently his favorite off-duty recreation as well. Two Navy men recently pursued the hobby to the point of capturing highly competitive trophies in fresh and salt-water sailboat contests.

Kenneth L. Arthur, GMC, USN, of Naval Training Center, Great Lakes, won the Moffett-class championship of the Great Lakes area.

Philip L. Kenney, OCSN, USN, of Officer Candidate School, Newport, was the winner of the national Raven-class title in the annual sailing contest off Rhode Island.

# SIDELINE STRATEGY

With the curtain going up on the perennial bat and ball pageant, we are reminded of the Navy's own "Mr. Baseball"—Chief Aerographer's Mate H. A. "Red" Boucher. Among other notable accomplishments, Chief Boucher holds the unique distinction of being the first—and perhaps the only—Navy



H. A. Boucher, AGC

man to manage an Air Force baseball club. A handsome wrist watch and an Air Force commendation are the chief's pleasant reminders of this unusual extra-curricular activity.

It all started back in 1938 when "Red" was a star school-boy hurler in Washington, D. C. He was being eyed by big league agents and was on the verge of signing on with a Boston Red Sox farm unit when he decided against it in favor of joining the Navy. (Today, interestingly enough, the chief spends much of his leisure time "bird-dogging" as a talent scout for the Washington Senators.)

Having transferred his mound magic to Navy baseball diamonds, "Red" proceeded to pitch USS California to the 1939 Pacific Fleet capital ships' title. Thus he launched a long and remarkable career, both as player and manager. In the following 12 years, Boucher-managed teams collected eight pennants of one sort or another.

When Boucher was stationed at NAS Coco Solo, C. Z., he guided the station club to 40 wins in their 50-game season of 1949-1950 (they play a "winter" season in the Zone). In addition, the Navy outfit came mighty close to picking up the U. S. Army Caribbean League championship. They had fought to a tie with Albrook

Air Force Base only to drop the playoff contest in a 3-2 extra-inning thriller.

In 1950, when NAS Coco Solo closed down and integrated with the Air Force Sixth Weather Squadron at Albrook, "Red" went along as a member of the Navy contingent, but sans ball club. It was not long, however, before he was invited to manage the AFB nine for the 1950-1951 season. The airmen flew circles around everyone in the league. They lost only three contests in a 51-game schedule, they captured the USARCIB pennant, and set all manner of league records, among them being a 13.1 run per game average and a .335 team batting average. That's when "Red" was honored by the wrist watch presentation.

By the time Chief Boucher could get his 1951-1952 horsehide show on the road, the potentially powerful Albrookers had been so weakened by loss of top-talent performers that the season's outlook was anything but brilliant. Nevertheless, the Boucher boys managed to come up with 39 wins in 50 starts which was good enough to send them into the league playoffs although the Army's 33rd Infantrymen walked over them in the finale.

In any event, it climaxed one of the most successful spans in Albrook baseball annals. Soon afterwards "Red" was ordered to Washington for duty with CNO, but before he shoved off he was honored in a special Air Force commendation ceremony. He was cited not only for his exceptional management of the ball club and devoting his free hours to its interest, but especially, as the Albrook base commander put it, for "being a credit to the Navy and having done more for the unification of the services than any man I know!"—E. J. Jeffrey, JOC, USN.



# THE BULLETIN BOARD

## Points That Determine Whether You Will Be Advanced in Rate

If you are one of the more than 120,000 persons who took a service-wide competitive examination for advancement in rating in February you're waiting now to hear if you *passed*.

Soon you will know the answer to that one. Next question: "Will I be *advanced*?"

BuPers and ALL HANDS get many inquiries from Navymen concerned about the progress they're making on the road to a higher rate. This article, based on a new directive on the subject, BuPers Inst. 1430.7 (13 Feb 1953), should help answer many advancement-in-rating questions.

In general, there are a certain number of billets for each petty officer rate in the rating structure. The number of POs in each rate (pay grade) within each rating, naturally, is de-

termined by the needs of the Navy. These needs are, in turn, reflected in a "quota" set up.

The whole idea behind the Navy's advancement system is to promote the best qualified men. If you rate among the highest on the list when all factors are considered, you'll be promoted; if you're down near the bottom—better luck next time.

How does the system work? Here is a typical example. The Navy needs 950 more quartermasters second class. The 950 quartermasters third class with the highest *final multiples* (see below) on the scores obtained in the *most recent* service-wide competitive examination are selected for advancement. The U.S. Naval Examining Center lists the names of each of the 950 QM3s. Commanding officers are then notified by letter to

advance those selected to pay grade E-5 effective a certain date and not later than a later expiring date.

One more thing must be considered here. If the Navy is not allowed enough money by the budget to pay all the QM3s for which there are billets, the quota must be further reduced.

Only candidates who participated in the *last* service-wide examinations held will be considered. *Previous examination scores will not be considered*. If you are not advanced, you must take the next exam.

Why must I take another exam if I passed a previous one?

The reason is simple. Additional personnel have become eligible to compete in the examinations since the last one was held. The Navy's system of competitive examinations and advancements is based on service-wide equality for every qualified enlisted member. Therefore, reexamination is required in competition with all others in your rating and rate.

What are these final multiples that are used to determine who gets advanced? How does the Bureau and the Exam Center use them?

The multiple contains such factors as "Time in Service," "Time in Rate," and "Awards," in addition to the score attained on the actual exam as explained in the accompanying box.

The principal requirement for advancement in rating is to pass the military and professional examination questions as well as the performance (operational) test. Although it may, at first glance, seem odd—it is possible for many men to be advanced who have lower final multiples than those who have a higher final multiple but failed to pass the examination.

For example, the final multiples of two fictitious candidates of the same rating in competition for advancement in a rate for which the *passing score* of 50 has been set by the Naval Examining Center, might work out as illustrated below. (Incidentally, a passing score is determined for *each* rating and rate. These scores vary. It is determined by an analysis of each examination and the collective

### What's My Final Multiple?

How is the final multiple computed? This question is asked by most Navymen.

- The final multiple is figured by taking the examination score (maximum of 80.00) and to this score is added credits for service and awards based on the following factors:

- Total active service in years (not exceeding 20 years, score 20.00).

- Total service in pay grade in years (not exceeding five years, score 5.00).

- Awards credit is limited to a maximum of 5.00.

In computing credit for total service in years, continuous service is not required. Hence, broken service can be counted. Service prior to reduction in rating, for any reason, may also be counted in all computations. Compute your time-in-service and time-in-rate in months and then convert to years and the months carried to two decimal places. For example: 2 years, 6 months, equals 2.50; 2 years, 9 months, equals 2.75.

Credit for each award, to the maximum of 5.00 allowed, may be claimed toward the multiple as follows:

5.00 for each Medal of Honor; 4.00 for each Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Silver Star Medal, Legion of Merit, and Distinguished Flying Cross; 3.00 for each Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal, Gold Life Saving Medal and Silver Life Saving Medal.

Also: 2.00 for each Commendation Ribbon, Presidential Unit Citation (only if entitled to wear with star), Distinguished Unit Badge (Army), Navy Unit commendation, and Letter of Commendation (without authority to wear Commendation Ribbon) addressed personally to individual from President, Secretary of Defense, Secretary of the Navy, or Chief of Naval Operations; and 1.00 for each Purple Heart and Navy Good Conduct Medal and each clasp earned.

performance of all candidates in each test. A new analysis and passing score is determined for each exam.

In the following case, even though Tom White has a final multiple of 65.00 against John Brown's 59.00, White failed the professional exam (or the performance test) and is not qualified for advancement.

John Brown		
Factors	Multiple	Computation
A. Exam score	55. (passing)	55.00
B. Total naval service	3 years	3.00
C. Service in pay grade	1 year	1.00
D. Awards	None	0.00
		59.00
Tom White		
A. Exam score	40. (failed)	40.00
B. Total naval service	15 years	15.00
C. Service in pay grade	1 year	1.00
D. 3 Good Conduct Medals		3.00
Commendation Ribbon		2.00
		65.00

If Tom White had made a passing mark of 50 on the professional exam instead of 40, he would have been eligible for advancement within quota limits before John Brown who then may not have had high enough multiple to be included even though he did pass the exam. In such cases as White's the Navy recognizes and rewards personnel on the basis of long service, proficiency in rate and conduct—if they pass the exam.

What are the conditions that could make me *ineligible* for advancement after my advancement has been authorized?

- Personnel who are ineligible on the effective date of advancement because they lack certain factors for eligibility will be removed from the authorization lists. BuPers Inst. 1414.2 (13 Feb 1953) outlines eligibility requirements for advancement.

Personnel involved in the following special circumstances are not removed from the list, and may be advanced if they become fully eligible before the limiting date—

- Members who are in a disciplinary status (as distinguished from a probationary status).

- Personnel undergoing treatment at a hospital or awaiting action of a Clinical Board, Medical Survey Board, or a Physical Evaluation Board, unless hospitalization is a result of wounds received in actual combat with enemy forces.

- If you are in any one of the following three categories: transient or

travel status; in temporary duty status (unless your service record is available to the command in which you are temporarily serving), or awaiting separation.

- Also, prisoners of war and missing personnel are not eligible for advancement except by special authorization of the Chief of Naval Personnel.

Advancement to pay grades E-2, E-3 and E-4 are permanent while advancements to pay grades E-5, E-6 and E-7 are temporary. Personnel holding temporary rates are subject to reversion to their permanent rates if so directed by the Chief of Naval Personnel. Advancements to pay grade E-7 in addition to being *temporary*, shall be to the status of chief petty officer, *acting appointment*, as provided by BuPers Manual, Art. C-7208.

CPOs holding temporary rates, acting appointments will use the rate abbreviations of A(T) following their

rate symbol; BMCA(T), etc., until confirmed by BuPers. Thereafter, the rate abbreviation remains BMCA until requirements for permanent appointment are fulfilled and the rate symbol becomes BMC. POs advanced to E-5 and E-6 remain temporary (BM2(T), etc.) until confirmed by a BuPers Notice. Confirmations will be based only on the over-all enlisted personnel situation and distribution of personnel in the rating structure. No action will be taken on individual cases.

Incidentally, the Regular Navy is at present up to or in excess of requirements for personnel in the following list of pay grade E-6 and E-7 rates. The service-wide exams held in February marked the last opportunity for Reservists to qualify for enlistment or reenlistment in the Regular Navy in the following rates: ADC, AD1, AMC, AM1, AOC, AO1, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC, SD1, TMC and TM1.

## WAY BACK WHEN

### The Naval Research Laboratory

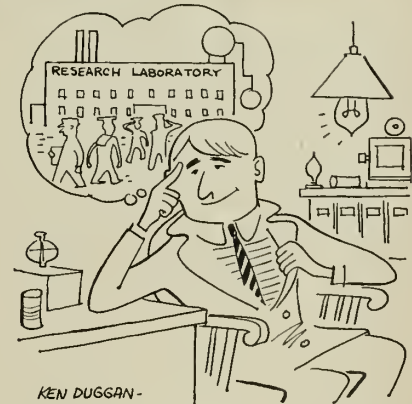
A great research laboratory, to be maintained jointly under military and civilian control, was first suggested in May 1915 by Thomas Alvo Edison. An outgrowth of this suggestion was the Navy's scientific center now known as the Naval Research Laboratory.

In such a laboratory, the famous inventor suggested, could be developed great guns, new explosives, and new techniques in naval and military progress. If the time ever come, he reasoned, the U.S. could take advantage of the knowledge gained through such research work and quickly manufacture, in large quantities, the latest and most efficient instruments of warfare.

Mr. Edison's ideas attracted the attention of the then-Secretary Josephus Daniels. In a letter to the inventor on 7 July 1915, Mr. Daniels asked him if he would be willing to act as adviser to a department of inventions and development, to which all ideas and suggestions, either from the naval service or from civilian inventors, could be referred to see if they had practical value.

Mr. Edison's reply was prompt—he said yes. Secretary Daniels then wrote to presidents of the 11 largest engineering societies of the U.S., asking them to nominate two members each, to service on the "Naval Advisory Board," a name which was later changed to "Naval Consulting Board of the United States."

At the Board's organization meeting on



7 Oct 1915, a committee was established to study the subject of a naval laboratory intended primarily for investigation and experimentation.

Armed with recommendations of the Consulting Board, Secretary Daniels, Mr. Edison and four members of the Board went before Congress on 15 Mar 1916, which later approved funds for the construction of the laboratory.

World War I interrupted, however, and circumstances prevented the laboratory from being built.

The laboratory was officially opened 2 July 1923. At that time, there were four buildings and a power house—they are still standing and in use.



## Round-Up of New Legislative Action Under Consideration Of Interest to Naval Personnel

Here is a round-up of the latest legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as any changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

**Davis Amendment**—H.R. 2332: passed by House; repeals the section of the Appropriations Act of 1953 which deals with the percentage limitations on grades of officers in the armed forces. This limitation, as originally stated in the "Davis Amendment" to the act, Public Law 488 (82nd Congress), set specific percentages of the total officer complement for each pay grade (from ad-



"Now, I'm the chronometer repairman, He's in charge of the cargo handling gang."

miral to lieutenant in the Navy) for which pay would be provided by Congress. This limitation would have resulted in the demotion of some 5400 Navy lieutenants to lieutenant (junior grade) as of 1 April 1953. (The officer Personnel Act of 1947 set down the basic percentages of officers allowed for the various pay grades.)

**Retirement Annuities**—H.R. 2521: introduced; would provide that any active member of the armed forces may, after putting in 18 or more years of service, elect to receive upon retirement a reduced amount of retirement pay and apply the differences between that amount and the regular

amount toward the purchase of one or more annuities payable after his death to his widow, child or children. Retired members also may elect within 120 days after enactment of this bill to receive a reduced amount of retired pay to provide similar survivor's annuities.

**Information and Education**—H.R. 2579: introduced; would authorize the Secretary of Defense and the service secretaries to provide civilian educational opportunities through correspondence courses, academic classes or other facilities for military personnel. Such educational opportunities would be those deemed necessary to raise the level of military personnel in the interest of military preparedness and the security of the nation.

**Ship Restoration**—H.R. 2316: introduced; would provide for the restoration of the ship *uss Constitution* and disposition of the ships *uss Constellation*, *uss Hartford*, *uss Olympia* and *uss Oregon*. Parts of such ships could be sold as relics, souvenirs or mementos with the proceeds to be deposited in the U.S. Treasury.

**Postal Clerks**—H.R. 2327: introduced; would authorize the Post Office Department to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

**Dispensary Treatment**—H.R. 2452: introduced; would provide for dispensary treatment and hospitalization in Army and Navy hospitals for retired enlisted personnel of the armed services where hospital care is indicated and where facilities for such care are available.

**Income Tax Exemptions**—H.R. 2944: introduced; would provide certain income tax exemptions for members of the armed forces serving outside the U.S.

**Highest Grade Served**—H.R. 3077: introduced; would provide that any enlisted man or officer of the armed forces who satisfactorily performed for 3 months or more during time of war the duties of a higher grade than that in which he was placed on the Retired List shall be advanced to such higher grade on the Retired List, although the advancement would carry with it no increase in pay or allowances.

## Winner of March Writing Contest to Get \$1,000

Want to write a march for the Navy band? The Navyman who can come up with a winner will receive a \$1,000 cash award.

An Armed Forces March Competition is being held with a total of \$4,000 in cash awards for the serviceman or servicewoman whose march compositions are adjudged best in four contests being conducted by the Army, Navy, Marine Corps and Air Force. The American Society of Composers, Authors and Publishers, will provide \$1,000 cash award for each of the winning service composers. The winners will receive the "ASCAP John Philip Sousa Award," named in honor of the famous American bandmaster and composer who was leader of the U.S. Marine Corps Band from 1880 to 1892.

Deadline for final contest compositions is 2400 28 Feb 1954. A board of judges within each of the

armed services will select the winners to be entered in the finals.

The purpose of the contest is to stimulate interest in music among service personnel and to produce useful additions to the library of music of the armed forces.

Any member of the armed forces on active duty for more than 90 days can participate. Only previously unpublished marches will be acceptable for competition. Contestants may submit one or more entries. Each entry will consist of a march composed for band; only piano score or three-stave conductor's score will be accepted. Entries will be suitable for parade purposes and will include introduction, first and second strains, trio, and break-up strain.

Preliminary contests will be conducted at several naval activities, semi-finals at higher command levels and the grand finals at each Department level.

## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in February.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

*The Thief of Venice* (1103): Drama, Maria Montez, Paul Christian.

*Thunder in the East* (1104): Melodrama; Alan Ladd, Deborah Kerr.

*Bloodhounds of Broadway* (1105) (T): Musical Comedy; Mitzi Gaynor, Scott Brady.

*Plymouth Adventure* (1106) (T): Historical Drama; Spencer Tracy, Van Johnson.

*Yukon Gold* (1107): Western; Kirby Grant, Martha Hyer.

*Taxi* (1108): Comedy, Dan Daily, Constance Smith.

*The Blazing Forest* (1109): Drama; John Payne, Susan Morrow.

*Last of the Comanches* (1110): Western; Broderick Crawford, Barbara Hale.

*Pony Soldier* (1111) (T): Western; Tyrone Power, Penny Edwards.

*Target Hong Kong* (1112): Spy Melodrama; Richard Denning, Nancy Gates.

*Stars and Stripes Forever* (1113) (T): Musical; Clifton Webb, Ruth Hussey.

*Outpost in Malaya* (1114): Melodrama; Claudette Colbert, Jack Hawkins.

*Face to Face* (1115): Melodrama; James Mason, Robert Preston.

*Million Dollar Mermaid* (1116) (T): Comedy; Esther Williams, Victor Mature.

*Breaking the Sound Barrier* (1117): Suspense; Ralph Richardson, Ann Todd.

*Redhead from Wyoming* (1118): Western; Maureen O'Hara, Alex Nicol.

*Mr. Smith Goes to Washington* (1119): Melodrama; Jean Arthur, James Stewart.

*Desperate Search* (1120): Melodrama; Howard Keel, Jane Greer.

*Rogue's March* (1121): Drama; Peter Lawford, Janice Rule.

*Road to Bali* (1122) (T): Comedy; Bing Crosby, Bob Hope.

*Girls in the Night* (1123): Drama; Harvey Lembeck, Joyce Holden.

*April in Paris* (1124): Musical; Ray Bolger, Doris Day.

*Never Wave at a WAC* (1125): Comedy; Rosalind Russell, Paul Douglas.

*Tropic Zone* (1126): Drama; Ronald Reagan, Rhonda Fleming.

## HM3s Not Eligible for Submarine Training

Hospital Corpsmen in pay grade E-4 are not eligible to apply for submarine training as was announced in ALL HANDS, December 1952, p. 44. Non-rated men and petty officers of the several rates listed in the article are eligible to apply for submarine training at the Submarine School, New London, Conn., provided they meet the qualifications.

Candidates must volunteer for sea duty in submarines and such requests should be sent via commanding officers to the Chief of Naval Personnel (Attn: Pers B212d). Requests are not desired from men now attending naval schools, men in transient status or men who are undergoing recruit training.

## Navy and Air Force Pilots Trade Jobs for Year Under Inter-Service Study Program

With the recent reporting of 21 Navy, Marine and Air Force pilots to the Pentagon for briefing, the semi-annual Navy-Air Force exchange program entered its fourth year. After the briefing the pilots reported to the opposite service for a one-year tour of duty.

Under this program a yearly total of 25 Navy and Marine flyers exchange duty with 25 Air Force flyers. Exchanges are made during February and October.

Exchange officers are assigned to bases throughout the U.S. to fly planes similar to those they fly in their own branch. In these assignments they study the missions, training and aircraft of the other service.

Navy-Marine officers are assigned to Air Force groups of the Air Defense Command, the Training Command and the Air Rescue Command. Upon their request, they may be further assigned to Air Force squadrons scheduled for deployment to the Korean theater.

Air Force flyers report to Navy carrier squadrons, anti-submarine warfare groups, patrol squadrons, special weapons squadrons and the All Weather Flight School. Upon completion of a one-year tour, all officers return to their parent service.

Qualifications and quotas for Navy flyers are promulgated from time to time by ComAirPac and ComAirLant.

## Are You Looking for Information on Navy Schools?

If you are about to sit down and write to BuPers or send a Letter to the Editor of ALL HANDS asking for information on a Navy school or course—*don't do it!* At least not until you've done a couple of things first.

- Read the article on the following pages—it should answer a lot of your questions.

- Then check the books available in your ship or station office that have been written for the exact purpose of answering most of your school questions.

These publications are: *List of Navy Schools and Courses* (NavPers 15795; Rev. Dec 1952), a

list of all training schools under the cognizance of BuPers which is published semi-annually as a supplement to *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769); and either of two Fleet directives, *Training Command Atlantic Instruction* 1540.1B (1 Jan 1953) or *Training Command Pacific Instruction* 1500.2C (11ND P-193, Rev. 12-52).

For additional details on how to put in for the school of your choice or to find out if you rate going to school, ask your division officer or information and education officer. He knows most of the answers.



# Navy Schools and Courses Produce Expert Sailors

The Navy's growth and normal manpower requires a continuous program of training thousands of Navy-men engaged in many professions, specialized skills and occupations. To meet these needs of the service, hundreds of different schools and courses are established in shore-based training facilities.

Here, for the first time, ALL HANDS presents for the purpose of quick reference, a complete listing of the Navy's service schools and courses. The only schools and courses not included are those for medical and dental training and those specialized courses ranging from one hour to a couple of days which are established by the Fleet training commands.

Your application and selection for a Navy service school depends upon many factors. First, you should know something about the schools available to you and where to go for information about the requirements and qualifications you must have.

The list on the following pages tells you which schools pertain to your rating and rate, convening dates and where each school is located. Also you should understand the different "classes" of schools as well as the meaning of "returnable quota" and "non-returnable quota." "Non-returnable" means you will be sent to another duty station after completion

of training; "returnable" that you will return to your present station.

Quotas for certain *Class* schools are controlled by BuPers directives while quotas for other schools, known as *Fleet quota* schools, are determined by directives of the Atlantic Fleet and Pacific Fleet training commands. The class of a school is indicated in the chart by a capital letter in parenthesis, like "(A)".

Service schools are divided into four general classes:

- *Class P schools*—Conduct training at a *preparatory* or basic training level for non-rated men. The length of courses varies from 8 to 12 weeks.

- *Class A schools*—Covers the ground work for general service ratings. The curriculum includes all technical qualifications required for petty officer, third and second class. The length of courses varies from 9 to 44 weeks.

- *Class B schools*—Enlisted personnel for the higher petty officer rates are prepared for advancement by Class B schools. The curriculum includes all technical qualifications required for POI and CPO. Length of courses varies from 14 to 60 weeks.

- *Class C schools*—Prepare enlisted personnel in some but not all of the requirements for a general service rating. The curriculum for this school is designed around the special quali-

fication or skill desired. Class C schools are further divided into two subclasses, namely:

- Class C-1—Located in naval establishments.

- Class C-2—Located in civilian manufacturing plants.

*Functional training schools* are conducted primarily for officers. Some of the courses are available to certain qualified enlisted personnel whose additional training is required to meet the needs of the service.

*Fleet Quota Schools*—Many of the schools and courses listed here are designated as Fleet quota schools. Not all of the Fleet schools can be listed, however. There are too many of them. The complete listing of schools for Fleet personnel is contained in these Fleet directives:

- Atlantic Fleet—TraComdLant Instruction 1540.1B of 1 Jan 1953.

- Pacific Fleet—ComTraComPac Instruction 1500.2C (11ND P-193 Rev. 12-52).

More detailed information on service schools will be found in two publications—*U.S. Naval Training Activities and Courses* (NavPers 91769), and its supplement, *List of Navy Schools and Courses* (NavPers 15795, Rev. December 1952). Both are available in your ship's office or from the Training Officer or the I and E Officer at your duty station.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Air Conditioning and Refrigeration (C-1)	8 wks.	MM, EN, UT	Ev. 2 wks.	NS. Nav. Rec. Sta., Norfolk; and NS, NTC, San Diego
Amphibious (Fleet)	as appropriate	Off. and Enl.	varies	NAB Little Creek, Va., and NAB Coronado, Calif.
Armed Forces Staff College	5 mos.	Officers	24 Aug.	NB, Norfolk
Atomic Defense (Fleet)	5 days	Off. and Enl.	varies	FTC, Newport, Norfolk, San Diego, Charleston, Pearl Harbor
	2 wks.	Officers	Ev. 2 wks.	NB, Philadelphia
	6 wks.	Officers	11 May 27 Apr. 22 Jan.	NavUnit Chem. Corps Scol, Ft. Mc Clellan, Ala. NavScolCom, NavSta, Treasure Island, Calif.
Atomic Defense Indoctrination (Fleet)	1/2 day	Off. and Enl.	On request	FTC, Guantanamo, Cuba
Atomic Defense (Shipboard Application)	2 wks.	Officers	27 Apr. 25 May	NavScolsCom, NavSta, Treasure Island, Calif.
Boilermen (A)	14 wks.	FA, FN, BT3	Ev. 2 wks.	NavScol, Rec. Sta., Philadelphia., Pa. and NavScol, NTC, Great Lakes, Ill.
Boilermen (B) Auto. Comb. Cont. Oil Burning	15 wks.	BT	Ev. 15 wks.	NavScol, Rec. Sta., Phila., Pa.
	5 wks.	BT	Ev. 5 wks.	
	3 wks.	Off.	Ev. 3 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Operational Firemen	3 wks.	FA, FN	Ev. 3 wks.	
CEC Officers	16 wks. 8 wks.	Officers Officers	July and Feb. 7 Apr. 8 Jun.	NavScol, CEC Off. NCBC, Port Hueneme, Calif.
Chaplain, Indoctrination	4-8 wks.	newly comm. Staff Corps off.	Approx. monthly	NavScol, Indoctrination, Chaplain, NS, Newport
Chemical, Biological and Atomic Warfare Defense	4 wks.	Officers	27 Apr. 25 May 22 Jun.	NavUnitChemCorpsScol, Ft. McClellan, Ala.; NavScolsCom, NavSta, Treasure Island, Calif.
Chemical Warfare Defense	3-5 days	Off. and Enl.	varies	NavScolsCom, NavSta, Treasure Island, Calif.
Combat Information Center AEW (Fleet)	2 days 1 wk.	Off. and Enl. Off. and Enl.	Thursday 2nd Mon. monthly	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
Air Control Team Training	1 wk.	Off. and Enl.	Ev. Monday	CIC TeamTraCen, San Diego
Air Controller All Weather (Fleet)	2 wks.	Officers	Ev. 1st and 3rd Monday	CIC TeamTraCen, San Diego
Air Controller (day) (Fleet)	2 wks. 2 wks. 2 wks. 2 wks.	Officers Officers Officers Officers	Ev. Monday Ev. Monday Ev. Monday Ev. Monday	FltTraCen, Norfolk CIC TeamTraCen, Boston FltTraCen, Newport CIC TeamTraCen, San Diego
Basic CIC	20 wks.	Officers	23 Apr. 1 June	Nav CIC Off. Scol, NAS, Glenview, Illinois.
Basic CIC Training (Fleet)	2 wks. 2 wks. 5 days	Enl. Enl. Off. and Enl.	Ev. 2 wks. As requested Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego FltTraCen, Newport, Norfolk and Charleston
CIC Team Training (Fleet)	4 wks. 1-2 wks.	Off. and Enl. Off. and Enl.	Ev. 2 wks. Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
CIC Training (Fleet)	varies	Off. and Enl.	varies	FltTraCen, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
CIC Watch Officers (Fleet)	4 wks. 4 wks.	Officers Officers	Ev. 2 wks. Ev. 1st and 3rd Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
PCO, PXO Indoctrination (Fleet)	2 wks.	Officers	Ev. 2 wks.	CIC TeamTraCen, San Diego
RADCM (Fleet)	3 days 1 wk. 2-3 days	Off. and Enl. Off. and Enl. Off. and Enl.	Monday Ev. Monday varies	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Senior Officer Familiarization (Fleet)	5 days	Officers	Ev. Monday	CIC TeamTraCen, Boston
Commissarymen (A)	9 wks.	SA, SN, CS3	Ev. 3 wks.	NavSupplyCorpsScol, Bayonne, N. J. NTC, San Diego
Communication Short Course	12 wks.	Officers	11 May	Supt. NavPostgraduate Scol, Monterey, Calif.
ComCM (Fleet)	2 days varies	Off. and Enl. Off. and Enl.	Thursday varies	CIC TeamTraCen, Boston FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Compressed Gases (C-1)	18 wks.	Off. and Enl.	Ev. 9 wks.	NavScol, Norfolk Shipyard, Portsmouth, Va.
Construction (A and B) Builders, Construction Elect., Draftsmen, Drivers, Mechanics, Steelworkers, Surveyors (A), Utilities Men	11-16 wks.	Enl.	varies	NavScols, Construction, NCBC, Port Hueneme, Calif.
Cryptographic Rep. (C-1) Basic Course	4 wks.	Off. CT, RM, TE	Ev. 4 wks.	NavScol, NYNSY, Brooklyn; Nav Scol, Mare Island NSY, Vallejo, Calif.
Adv. Course No. 2	4 wks.	Off. CT, RM, TE	Ev. 4 wks.	as above
Damage Control (Fleet)	1-2 wks.	Off. and Enl.	Mondays	FTC, Newport, Norfolk, Charleston, San Diego, Pearl Harbor
Basic D.C.	9 wks.	Officers	Ev. Monday Ev. 2nd Mon.	NDCTC, Naval Base, Philadelphia NavScols, NavSta, Treasure Island
PCO's and PXO's	1 wk.	Officers	as above	as above
P-500 Pump Operation (BuPers) (Fleet)	1 day	Enl.	Wednesdays	NavScol, NavSta, Treasure Island
(Fleet)	1 day	Enl.	Fridays	FTC, Norfolk
(Fleet)	5 days	Enl.	Mondays	FTC, Norfolk, San Diego, Pearl Harbor



# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Velocity Power Tools (BuPers)	5 days	Off. and Enl.	Mondays	NavScolsCom, Treasure Island, Calif.
Damage Controlmen (A)	16 wks.	FA, FN, DC3	Ev. 2 wks.	NDCTC, NB, Philadelphia NavScolsCom, Treasure Island, Calif.
Degaussing (C-1)	7 wks.	Enl.	20 Apr. 2 Nov.	NavScols, Mine Warfare, Yorktown, Va.
Degaussing, Automatic Equipment	5 wks.	Officers	Quarterly	NavScols, Mine Warfare, Yorktown, Va.
Degaussing, Industrial	8 wks.	Officers	6 July	NavScols, Mine Warfare, Yorktown, Va.
Degaussing Non-industrial	8 wks.	Officers	8 Sep.	NavScols, Mine Warfare, Yorktown, Va.
Dial Central Office Maintenance	18 wks.	Enl.	Ev. 3 wks.	US Army Signal Scol, Ft. Monmouth, New Jersey
Disaster Relief	2 wks.	Officers	26 Apr. 18 May 15 Jun.	NavScol, CEC Officers, NCBC, Port Hueneme, Calif.
Disbursing & Supply Basic Instruction	21 wks.	Off. (SC)	Approx. monthly	NavSupplyCorpsScol, Bayonne, N.J.
Disbursing Clerks (A)	9 wks.	SA, SN, DK3	Ev. 3 wks.	NavScolCom, Newport, NavScol NTC, San Diego
Divers (C-1)	25 wks.	Enl.	1st Mon. of Ev. 2nd month	NavScol, Deep Sea Divers, Naval Gun Factory, Washington
Deep Sea Divers				
Med. Off. Course	10 wks.	Med. Off.	varies	
Refresher Course in Helium-Oxygen Mixtures	2 wks.	Enl.	varies	
Requalification Course	varies	Master and 1st class divers	varies	
Regular Course	26 wks.	Officers	1st Mon. Apr. and Oct.	
Warrant Officers	26 wks.	WO's	1st Mon. Apr. and Oct.	
Salvage	14 wks.	Off.	Off. quarterly	NavScol, Salvage, Bayonne Annex, New York NSYD, Bayonne, N.J.
Functional	16 wks.	Enl.	Enl. ev. 8 wks.	
Divers, 2nd class	6 wks.	Enl.	27 Apr. 8 Jun. 20 July 8 Sep. 5 Oct. 9 Nov. 16 Nov.	
Salvage, Requal.	5 wks.	Enl.	11 May 24 Aug.	
Electrician's Mates (A)	14 wks.	FA, FN, EM3	Ev. wk. Ev. 2 wks.	NavScol, NTC, Great Lakes NavScol, NTC, San Diego, and Montgomery County Jr. College, Takoma Park, Md.
(B)	20 wks.	EM2 and above	Ev. 2 wks.	NavScol, NTC, Great Lakes
Electronics (Fleet)	as required	Off. and Enl.	varies	FTC, San Diego and Pearl Harbor
Functional	as required	Off. and Enl.	varies	NavTraFacility, Philadelphia
Electronics Maintenance	1 yr.	Jr. Off., WO's	6 July	NavScol, Electronics Maintenance, NTC, Great Lakes
Electronics Materiel	16 wks.	Jr. Off.	6 Apr. 1 Jun.	NavScolsCom, NavSta, Treasure Island
Electronics Technicians (A)	36 wks.	SA, SN, ET3	Ev. 2 wks.	NavScol, NTC, Great Lakes and NavScolCom, Treasure Island
(B)	28 wks.	ET2, above	Ev. 8 wks.	NavScolCom, Treasure Island
Electronics Technicians (C-1)		Off. and ET		NavScol, NTC, Great Lakes
AEW	8 wks.		Ev. 8 wks.	
Countermeasures	4 wks.	Officers	varies	
Countermeasures	8 wks.	RD, RM	Ev. 4 wks.	
MK 10 (Maint.)	6 wks.	ET2, above	Ev. 7 wks.	
MK 10 (Operational)	1 wk.	RD	Ev. 7 wks.	
SP Radar	4 wks.	ET	Ev. 4 wks.	
SX Radar	4 wks.	ET	Ev. 4 wks.	
UHF	4 wks.	ET	Ev. 4 wks.	
Electronics Technicians (C-1)		Off. and Enl.		NavScol, Electronics, NavScolCom, Treasure Island, Calif.
AEW (SRR-4)	8 wks.		Ev. 8 wks.	
AN/SQG-4	8 wks.		Ev. 8 wks.	
AN/SQS-10	3 wks.		Ev. 8 wks.	
AN/UQS-T1	8 wks.		Ev. 8 wks.	
MK 10 (Maint.)	6 wks.		Ev. 7 wks.	
MK 10 (Opr.)	1 wk.		Ev. 7 wks.	
MK 25	6 wks.		Ev. 6 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
MK 28	1 wk.		Ev. 2 wks.	
QH8a	3 wks.		Ev. 8 wks.	
Radio Teletype	4 wks.		Ev. 4 wks.	
RCM	1 wk.		1st Mon. ea mo.	
SG-6	1 wk.		1st & 3rd Mon.	
SP	4 wks.		Ev. 5 wks.	
SR-6B	1 wk.		1st & 3rd Mon.	
SS/SV	2 wks.		1st & 3rd Mon.	
Stable Element MK 8 MOD 2 & 4	2 wks.		Ev. 5 wks.	
SX	5 wks.		Ev. 5 wks.	
UHF	4 wks.		Ev. 4 wks.	
VF	1 wk.		4th Mon. ea mo.	
Enginemen (A)	14 wks.	FA, FN, EN3	Ev. 2 wks.	NavScol, NTC, Great Lakes, and NavScol, NavRecSta, San Diego
Enginemen (C-1) ALCO 539, CB G SB-8, FM 38 D8-1/8, GM-8-268A, GM-12-567A, GM-16-278A	5 wks.	EN	Ev. 3 wks.	NavScol, NTC, Great Lakes
Explosive Ordnance Disposal (Functional)	6 mos.	Off. and Enl.	4 times per yr.	NavScol, Explosive Ordnance Disposal, NavPowderFactory, Indian Head, Md.
Refresher	6 wks.	Off. and Enl.	12 times per yr.	
Spec. Weapons Disp.	4 wks.	Off. and Enl.	12 times per yr.	
Fire Control Tech. (A)	44 wks.	Enl.	Ev. 4 wks. Ev. 2 wks. Ev. 2 wks.	NavScol, NavRecSta, Washington NavScol, NTC, Bainbridge, Md. NavScol, NTC, San Diego
Underwater Fire Control (C-1)				NavScol, RecSta, Washington, D.C.
UWFC 101	9 wks.	Off. FC/FT2 above	Ev. 9 wks.	
UWFC 102	18 wks.	same as above	varies	
UWFC 104	8 wks.	same as above	Ev. 9 wks.	
UWFC 105	8 wks.	same as above	Ev. 9 wks.	
Fire Control Tech. (B) GFCS, MK 56	44 wks. 14 wks.	FC/FT2 above Off. FC/FT2 and above	Ev. 4 wks. Ev. 14 wks.	NavScol, RecSta, Washington, D.C.
MK 1A Computer	6 wks.	FC/FT2 above	Ev. 4 wks.	
Fire Fighting (Fleet)	2 days 5 days 1 day	Off. and Enl.	Mon. and Wed. Ev. Monday On Request	FTC, Newport FTC, Pearl Harbor, San Diego, Norfolk FTC, Guantanamo, Cuba
Fire Fighting, Functional Functional	2 days 5 days	Off. and Enl. Off. and Enl.	Mon. and Wed. Ev. Monday	NDCTC, NB, Philadelphia, NavScol Com, NavSta, Treasure Island
Fire Fighting, Aircraft Carrier Shipboard Functional	5 days	Off. and Enl.	Ev. 2 wks.	NDCTC, NB, Philadelphia
Fire Fighting Instructors, Functional	6 wks.	Off., PO2s and above	Ev. 6 wks.	NDCTC, NB, Philadelphia
Functional	6 wks.	Off. and Enl.	Ev. 3 wks.	NavScolCom, Treasure Island, Calif.
Fleet Training Centers (Fleet) ASW, CIC, COMM, Emergency Ship Handling, Damage Control, Electronics, Gunnery, Fire Fighting, Loran, Lookout Recognition, Tele- phone Talking, Atomic Defense, ComCM, RadCM, etc.	varies	Off. and Enl.	varies	FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Freight—Introduction to Traffic and Terminal Management	4 wks.	Officers	1 June	NavScol, NSC, Oakland, Calif.
Freight Transportation and Traffic Management	6-9 mos.	Officers	Ev. October	NavScol, NSC, Oakland, Calif.
Guided Missiles (Army) (General)	32 wks.	Officers	varies	NavAdminUnit, Artillery School, AA and G/M Br., Ft. Bliss, Tex.
Guided Missiles General (Functional)	20 wks.	Enl.	Ev. 11 wks.	NavGuidedMissilesScol, NAMTC Pt. Mugu, Calif



# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Guided Missiles Functional, Preparatory	24 wks.	Enl.	Jan. July	NavGuidedMissilesScol, FADTC, Dam Neck, Virginia Beach, Va.
Guided Missiles (Specific) Functional	24 wks.	Off. and Enl.	Jan. July	NavGuidedMissilesScol, Consolidated-Vultee Aircraft Corp. Pomona, Calif.
Gunner's Mates (A)	15 wks.	SA, SN, GM3	Ev. 2 wks.	NavScol, NTC, Bainbridge, Md.
(B)	20 wks.	GM2, above	Ev. 2 wks.	NavScol, RecSta, Washington, D.C.
3"/50 RFTM MK 27	4 wks.	GM	Ev. 2 wks.	NavScol, RecSta, Washington, D.C.
Gunnery (Fleet)				NavScol, Fleet Gunnery and Torpedo, San Diego
Main Battery	6 wks.	Officers	Quarterly	
AA Control	12 wks.	Officers	Quarterly	
AA Control	5 wks.	Officers	Quarterly	
Team Training Courses (Auxiliary Vessels)	varies	Off. and Enl.	varies	
Torpedo Control	6 wks.	Officers	Quarterly	
Gunnery: Off. Ordnance Sch Course I (AA Installations)	16 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
Course II (Major Caliber Installations)	16 wks.	Officers	Ev. 5th Mon.	GOOS, NavRecSta, Washington
Course III (Combined Courses I and II)	24 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
Course IV Reserve Training	14 days	USNR Off.	Ev. 1st and 3rd Monday	GOOS, NavRecSta, Washington
Course V (Components of I and II)	1-24 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
AA Gunnery (20 mm, 40mm, 3"/50, 5"/38, 5 /54 (firing course) Fleet)	2-5 days	Off. and Enl.	Mon. and Wed.	FtAirDefTraCen, Dam Neck, Va.
Gun Director (MK 37, 51 52, 56, 57, 63) (Fleet)	1-2 wks.	Off. and Enl.	Mon. and Wed.	
Refresher Training (AA Gunnery and Fire Control System; Non-firing (Fleet)	varies	Off. and Enl.	varies	FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Harbor Defense Functional	15 wks.	Officers	3 times a yr.	NavScolCom, Treasure Island, Calif.
Functional	7 wks.	Enl. (BM)	same	
Functional	12 wks.	Enl. (EM)	same	
Functional	6 wks.	Enl. (SO)	6 times a yr.	
I.C. Electricians (A)	14 wks.	FA, FN, IC3	Ev. wk. Ev. 2 wks.	NavScol, NTC, Great Lakes NavScol, NTC, San Diego
I.C. Electricians (B)	42 wks.	IC2, EM2(SS)	Ev. 8 wks.	NavScol, NavRecSta, Washington, D.C.
Gyro Compass Technicians	12 wks.	EM2, IC2, above	Ev. 8 wks.	
Industrial College of Armed Forces	10 mos.	Joint Adv. Officers	Aug.	Ft. Lesley J. McNair, Washington, D.C.
Information and Education	6 wks.	Off. and Enl.	15 Apr. 3 June	Armed Forces Information School, Ft. Slocum, N. Y.
Instructors (C-1)		Off. and Enl.		NavScol, Rec Sta, Norfolk; NavScol
"A" Course (Basic)	4 wks.		Weekly	NTC, San Diego; NavScol, NTC,
"C" Course (Ship'bd)	2 wks.		Ev. 1st and	Great Lakes (No "C" course at
"D" Course (USNR)	2 wks.		3rd Monday	Great Lakes)
Instrumentmen (A)	32 wks.	SA, SN, IM3	Ev. 13 wks.	NavScol, RecSta, Washington, D.C.
Instrumentmen (C-1)				NavScol, NTC, Great Lakes
Adding Mach. Repair	12 wks.	IM	Ev. 12 wks.	
Calculator Repair	18 wks.	IM	4 May and Ev. 18 wks.	
Typewriter Repair	12 wks.	IM2, IM3 strikers	Ev. 12 wks.	
Journalists (A)	12 wks.	SA, SN, JO3	Ev. 12 wks.	NavScol, NTC, Great Lakes
Lithographers (A)	18 wks.	SA, SN, LI3	Ev. 4 wks.	NavScol, RecSta, Washington
Loran Operation. (A)	4 days	Off. and Enl.	Ev. 2nd, 3rd, 4th Monday	NavScol, NB, Norfolk
(Fleet)	5 days	Off. and Enl.	Monday	FTC, Newport

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
(Fleet)	4 days	Off. and Enl.	Monday	FTC, San Diego
(Fleet)	4 days	Off. and Enl.	Ev. 2 wks.	FTC, Pearl Harbor
Operator Maintenance (A)	4 days	Off. and Enl.	Ev. 1st Monday	NavScol, NB, Norfolk
Machine Accountants (C-I)	10 wks.	MA	Ev. 10 wks.	NavScolCom, Treasure Island
Machinery Repairmen (A)	14 wks.	FA, FN, MR3	Ev. 2 wks.	NavScol, NTC, San Diego
Machinist's Mates (A)	14 wks.	FA, FN, MM3	Ev. wk.	NavScol, NTC, Great Lakes
Metalsmiths (A)	14 wks.	FA, FN, ME3	Ev. 2 wks.	NavScol, NTC, San Diego NavScol, RecSta, Norfolk
Metalwork, Advanced (C-I)				
Course No. 1	5 wks.	ME2, ML2, above	Ev. 10 wks.	NavScol, NTC, San Diego
Course No. 2	10 wks.	MM2, MR2, above	Ev. 10 wks.	
Course No. 3	10 wks.	MM2, MR2, above	Ev. 10 wks.	
Military Police (Army)	7 wks.	Enl.	Ev. 4 wks.	Provost Marshal General Scol, Camp Gordon, Ga.
Mine Warfare Functional				NavScol, Mine Warfare, Yorktown, Va.
Advanced Mines (B)	3 wks.	MN	Quarterly	27 Apr. 25 May 20 July
Aviation Mines (C-I)	6 wks.	AO2, above		
Aviation Mines Maint.	5 wks.	Officers	14 Sep.	8 times per yr.
Aviation Mine Warfare Familiarization	3 wks.	Officers		
Degaussing (C-I)	7 wks.	EM, desig. strikers	20 Apr. 2 Nov.	4 times per yr.
Degaussing, Automatic Equipment	5 wks.	Officers		
Degaussing, Industrial	8 wks.	Officers	6 July	8 Sep.
Degaussing, Non-Ind.	8 wks.	Officers		
Elementary Mines (A)	12 wks.	Enl.	Ev. 4 wks.	8 times per yr.
Mine Countermeasures	10 wks.	Officers		
Mine Warfare Staff	21 wks.	Officers	25 May 5 Oct.	17 Aug.
Mines	10 wks.	Officers		
Minesweeping (BM) (C-I)	7 wks.	Enl.	8 times per yr.	13 times a yr.
Minesweeping (EM) (C-I) (Basic)	8 wks.	Enl.		
Minesweeping (EM) (C-I) (Special)	4 wks.	Enl.	13 times a yr.	10 times a yr. 6 Apr. 5 Oct.
Off. Familiarization	3 wks.	Officers		
Senior Officers	2 wks.	Officers		28 Sep.
Introductory				
Submarine Mines (C-I)	5 wks.	Enl.		14 Sep.
Submarine Mines Maintenance	5 wks.	Officers		
Submarine Mine Warfare Familiarization	2 wks.	Officers		
Refresher Qual. (Mine Firing Mech.) (A) (B) or (C-I)	3 wks.	Off. and Enl.	20 July 12 Oct.	
Class B Technicians (C-I)	2 wks.	Off. and Enl.	Quarterly Quarterly Quarterly	NavAmmo Depot, Hawthorne, Nev. NavAmmo Depot, Oahu, T.H. NavAmmo Depot, Mare Island, Calif.
Class B Technicians Aviation Mines (C-I)	2 wks.	Off. and Enl.	varies	ComFairWing 1, 2, 4, 6, 14, Co, FasRon 2, 3, 6
Reserve Refresher Training Special	4 wks.	Off. and Enl.	12 times a yr.	NavScol, Mine Warfare, Yorktown, Va.
Molders (A)	20 wks.	FA, FN, ML3	Ev. 10 wks.	NavScol, RecSta, San Diego
Motion Picture Oper. (C-I)		Enl.		NavScol, RecSta, Norfolk
16MM SMPP Systems	2 wks.		Ev. 2 wks.	NavScol, NTC, San Diego
35MM SMPP Systems	2 wks.		Ev. 2 wks.	
Music		Enl.	varies	NavScol Music, RecSta, Washington
Basic Course (A)	varies			
Advanced (B)	varies			
Refresher (C-I)	varies			
National War College	10 mos.	Joint Adv. Off. Tra.	Aug.	Ft. Lesley J. McNair, Washington
Naval Justice	7 wks.	Off. and Enl.	11 May	NavScol, NB, Newport
Naval War College Strategy and Tactics	10 mos.	Adv. Off. Tra.	Aug.	Naval War College, Newport
Strategy and Logistics Command and Staff				



# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Strategy and Sea Power Flag Officers' Refresher Course	1-2 yrs. varies			
Naval Training Facilities Functional ASW, CIC, Comm, Loran, Electronics, Gunnery, Navigation, etc.	varies	Off. and Enl.	varies	Naval Training Facilities, Phila, Pa.; Treasure Island, Calif.
Nets Functional	9 wks. 6 wks.	Enl. Officers	5 times a yr. 5 times a yr.	Naval Net Depot, Tiburon, Calif.
Opticalmen (A) (B)	26 wks. 48 wks.	SA, SN, OM3 OM3 6 mos. in rate, OM2, above	Ev. 8 wks. Ev. 12 wks.	NavScol, RecSta, Washington
Lead Com. Sight Rep.	20 wks.		Ev. 12 wks.	
Optical Filming	4 wks.		Ev. 12 wks.	
Rangefinder Rep.	16 wks.		Ev. 12 wks.	
Sub. Periscope Rep.	8 wks.		Ev. 12 wks.	
Patternmakers (A)	26 wks.	FA, FN, PM3	Ev. 13 wks.	NavScol, RecSta, San Diego
Personnelmen (A)	10 wks.	SA, SN, PN3	Ev. 2 wks.	NavScol, NTC, San Diego, and NavScol, NTC, Bainbridge, Md.
Recruit Procurement (C-1)	5 wks.		Ev. 5 wks.	NavScol, NTC, San Diego NavRecSta, Norfolk
Interviewing and Classification (C-1)	8 wks.	PN2, above	Ev. 4 wks.	NavScol, NTC, San Diego
Photo Interpretation and Photogrammetry	24 wks.	Off. AF2, PH2, QM2, above	2 May	Photo Interpretation Center, NavRecSta, Washington
Pipefitters (A)	16 wks.	Enl.	Ev. 2 wks.	NavRecSta, Norfolk; NTC, San Diego
Printers (A)	8 wks.	SA, SN, PI3	Ev. 4 wks.	NavScol, RecSta, Norfolk NavScolCom, Treasure Island, Calif.
Public Information (Joint)	8 wks. 6 wks.	Officers Enl.	13 May 15 Apr. 3 Jun.	Armed Forces Information Scol, Ft. Slocum, N.Y.
Quartermasters (A)	16 wks.	SA, SN, QM3	Ev. 2 wks.	NavScol, NTC, Bainbridge, Md.
Radarmen (A)	12 wks.	SA, SN, RD3	Ev. 4 wks. Ev. 2 wks.	NavScol, Treasure Island, Calif. NavScol, RecSta, Norfolk
Radiac Instrument Maint. (Joint)	4 wks.	Off. and Enl.	27 Apr. 1 June	NavScolCom, Treasure Island, Calif.
Radiomen (A)	16 wks.	Enl.	Ev. 2 wks.	NavScol, RecSta, Norfolk
(A)	24 wks.		Ev. 2 wks.	NavScol, NTC, San Diego NavScol, NTC, Bainbridge, Md.
Recognition Instructor (C-1)	4 wks.	Off. and Enl.	Ev. 4 wks.	NavRecSta, Norfolk; NTC San Diego
Reserve Transferees (5 Term College Tra Prog.)	2-5 terms	Officers	Ev. college term	NROTC Colleges and George Wash- ington University, Washington, D.C.
Salvage (see Divers) Functional	14 wks. 16 wks.	Officers Enl.	4 times a yr. Ev. 8 wks.	NavScol, Salvage, Bayonne Annex, N.Y.; NSYD Annex, Bayonne, N.J.
Ship's Servicemen Laundrymen (A)	8 wks.	SA, SN, SH3	Ev. 4 wks.	NavScol, NSCS, NSD, Bayonne, N.J.
Navy Exchange Management (C-1)	6 wks.	SHC, SHI	Ev. 8 wks.	Navy Ship's Store Office, Brooklyn
Sonar (Fleet)				Fleet Sonar Scol, Key West, Fla.
Attack Teacher (503)	1 day	Enl.	On request	
Group Recorder Trainer (512)	2 days	Enl.	Tues. and Thurs.	
Echo Recognition Group Tr (513)	1 day	Enl.	Tues. and Thurs.	
Group Operator Trainer (514)	1 day	Enl.	Mon. Tues. Wed.	
Baththermograph (515)	1 day	Enl.	Mon. Wed. Fri.	
Sonar Code Refresher (531)	1, 2, 4 wks.	Enl.	On request	
Ahead Thrown Ordnance and Drill (541)	1 day	Enl.	Mon. Wed. Fri.	
Depth Charge Ordnance and Drill (542)	1 day	Enl.	Mon. Wed. Fri.	
CO NO Anti-Sub. Tactical (550)	4 wks.	Officers	Ev. 4 wks.	
ASW Officers (551)	8 wks.	Officers	Ev. 8 wks.	
ASW Deck Off. Watch (552)	3 wks.	Officers	Ev. 4 wks.	
Submarine Sonar Officer (553)	5 wks.	Officers	Ev. 6 wks.	
Integrated ASW Attack System (555)	4 wks.	Officers	Ev. 8 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Sonar (Fleet) (Cont.)				
Sonarmen (560)	24 wks.	Enl.	Ev. 4 wks.	
Sonar Watch Stander (561)	8 wks.	Enl.	Ev. 4 wks.	
Sonarmen Refresher (562)	12 wks.	Enl.	1st. Mon. of Ev. quarter	
Submarine Sonar Operator (563)	6 wks.	Enl.	Ev. 6 wks.	
A/S Attack System (565)	7 wks.	Enl.	On request	
A/S Attack Systems Watchstander (565a)	4 wks.	Enl.	Ev. 8 wks.	
Sonarmen Advanced (567)	15 wks.	Enl.	3rd Mon. of ea. quar.	
VOL Sonar (568)	6 wks.	Off. and Enl.	Ev. 4 wks.	
Airborne Sonar (571)	12 wks.	Enl.	Ev. 4 wks.	
Surface Sonar Team Training (500) (Fleet)	1 wk.	Off., SO and strikers	Monday	Fleet Sonar Scol, San Diego
ASW Single Ship Attack Team Trng. (501)	2 hrs.	Off., SO, RD strikers	Daily	
ASW Coordinated Attack Team Trng. (502)	2 hrs.	Off., SO, RD strikers	Daily	
Range Recorder and Echo Recognition Refresher (511)	2 days	Off. and Enl.	On request	
CO/XO ASW Tactical (550)	3 wks.	CO, XO, Oper. and Staff Off.	Ev. 4 wks.	
Coordinated ASW Command (550A)	2 wks.	Officers	Ev. 4 wks.	
ASW Officers (551)	8 wks.	Officers	Ev. 8 wks.	
ASW Deck Off. (552)	3 wks.	Officers	Ev. 4 wks.	
Sub Sonar Off. (553)	4 wks.	Officers	Ev. 8 wks.	
Off.'s A/S Attack Systems (556)	3 wks.	Officers	Ev. 8 wks.	
Sonarmen (560)	24 wks.	Enl.	Ev. 4 wks.	
Surface Sonar Watchstanders (560A)	4 wks.	Enl.	Ev. 2 wks.	
Sub. Sonar Watchstanders (560)	7 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Operators (560C)	11 wks.	Enl.	Ev. 2 wks.	
Sub. Sonarmen Operators (560D)	11 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Maint. (560E)	13 wks.	Enl.	Ev. 2 wks.	
Sub. Sonarmen Maint. (560F)	13 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Oper. Refresher (560G)	4 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Oper. Refresher (560H)	3 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Maint. Refresher (560I)	4 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Maint. Refresher (560J)	7 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Oper. & Maint. Refresh. (560K)	9 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Oper. & Maint. Refresh. (560L)	10 wks.	Enl.	Ev. 4 wks.	
Scanning Sonar Operation and Operational Maint. and Refresher (560M)	1 wk.	Enl.	Ev. 2 wks.	
Searchlight Sonar Opera. & Operational Maint. and Refresher (560N)	2 wks.	Enl.	Ev. 2 wks.	
Sonar Trainer Maint. (564)	6 wks.	SO, ET	On request	
Integrated Attack System (565)	7 wks.	Off. and Enl.	Ev. 8 wks.	
Scanning Sonar Operation and Maint. (566)	3 wks.	Off. and Enl.	Ev. 4 wks.	
Emergency Shiphandling (607)	2 days	Off. and POs	Mon. Wed. Fri.	
Stewards (A)	12 wks.	TA, TN, SD3	Ev. 4 wks. Ev. 4 wks.	NavSupply Corps Scol, Bayonne, N.J. NTC, San Diego
Storekeepers (A)	9 wks.	Enl.	Ev. 3 wks.	NavScolsCom, Newport NavScol, NTC, San Diego
Storekeepers (C-1) Spare Parts Course	6 wks.	Enl.	Ev. 3 wks.	NavScolsCom, Newport
Submarines Enlisted Basic (Fleet)	8 wks.	Enl.	Ev. 4 wks.	Sub.Scol, Sub.Base, New London, Conn.
Officer Basic (Fleet)	6 mos.	Officers	Jan. and Jul.	Sub.Scol, Sub.Base, New London, Conn.



# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Specialized (Fleet)	2-10 wks.	Enl.	See ComSubLant Trng. Bulletin	Sub.Scol, Sub.Base, New London, Conn.
Submarine PCO (Fleet)	6 wks.	Officers	Ev. 2 mos. Ev. 7 wks.	Sub.Scol, Sub.Base, New London, Conn. SubPCO Scol, Sub Base, Pearl Harbor
Refresher (Fleet) Attack Teacher, Askania Trainer, Com., Engng, Gunnery and Fire Control, Lookout Recognition, Radar, Scol of Boat, TDC, Tel. Talkers	varies	Off. and Enl.	varies	SubTraFacilities, Hunters Pt. and Mare Island, San Francisco
Telemen (A)	16 wks.	Enl.	Ev. 2 wks. Ev. 4 wks.	NavScol, NTC, Bainbridge, Md. NavScol, NTC, San Diego
Teletype Maint. (C-1)	20 wks.	CT3, RM3 TE3, above	Ev. 4 wks.	NavScol, RecSta, Norfolk, NavScol, NTC, San Diego
Torpedoes Regular Course	4 wks.	Officers	Ev. 4 wks.	NavScolCom, NavSta, Newport
Torpedo Control (Fleet)	6 wks.	Officers	varies	NavScol, FltGun-Torpedo, San Diego
Torpedomen's Mates (A)	16 wks.	Enl.	Ev. 4 wks.	NavScolCom, Newport
(B)	30 wks.	Enl.	Ev. 4 wks.	
Mark 14 Depth Charges	4 wks.	Enl.	varies	
Underseas Weapons Functional				
A-1 (Mine MK 24, Torp. MK 34-1)	16 wks.	Officers Enl.	Ev. 4 wks. Ev. 8 wks.	NavAdvUnderseas Weapons Scol, NB, Key West, Fla.
A-4 (Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
A-5 (Mine MK 24, Torp. MK 34-1, Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SC-1 (Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-1 (Torp. MK 27-4)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-2 (Torp. MK 27-0, MK 28-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-4 (Torp. MK 27-0, MK 28-1, MK 27-4)	20 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
Short Course Sub. Off.	4 wks.	Officers	Ev. 8 wks.	
Special (Torp. MK 43-1)	16 wks.	Off. and Enl.	Ev. 8 wks.	
Special (Torp. MK 35-2)	20 wks.	Off. and Enl.	Ev. 8 wks.	
Underwater Demolition (Fleet)	15 wks.	Off. and Enl.	Last week of May	NavPhibTraUnit, NavPhibBase, Little Creek, Norfolk, Va.
(Fleet)	15 wks.	Off. and Enl.	Ev. 18 wks.	NavPhibTraUnit, NavPhibBase, Coronado, Calif.
Replacement Training	10-15 wks.	Volunteer Off. and Enl. USN	As required	
U.S. Naval Preparatory School (C)				
NROTC	9 wks.	Enl.	Annual-June	Naval Preparatory School, NTC,
NPS	28 wks.	Enl.	Annual-Sept.	Bainbridge, Md.
Wave Indoctrination	8-16 wks.	Wave Off.NR	4 May	NavScolsCom, NavSta, Newport
Welding (C-1)	18 wks.	FP3, ME3, BT2, DC2 and above	Ev. 6 wks.	NavScol, RecSta, San Diego
Elementary Welding	12 wks.			
Advanced Welding	6 wks.			
Underwater Cutting	6 wks.			
Arc and Acetylene Burning and Welding (Flt)	2 wks.	Enl.	Mondays	FltTraCen, Newport
Yeomen (A)	10 wks.	SA, SN, YN3	Ev. 2 wks. Ev. 2 wks.	NavScol, NTC, Bainbridge, Md. and NavScol, NTC, San Diego
(B)	16 wks.	YN2, above	Ev. 4 wks.	NavRecSta, Norfolk, and NavScol, NTC, San Diego
AVIATION TRAINING—OFFICER AND ENLISTED				
Aerographer's Mate (A)	14 wks.	AN, AA	Ev. 3 wks.	NATTU, NAS, Lakehurst, N.J.
(B)	20 wks.	AG1, AG2	2 Mar.	
Air Controlmen (A)	12 wks.	AN, AA	Ev. 2 wks.	NATTU, NAS, Olathe, Kansas
Air Intelligence	11 wks.	Officers	21 Apr. 14 Jul. 6 Oct.	NavScol, NavIntelligence, RecSta, Washington, D.C.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Airborne Electronics Maintenance (Fleet)	varies	Off. and Enl.	varies	NAS, Norfolk, Va. and NAAS, Ream Field, San Diego, Calif.
Aircraft Maint. Off.	10 wks.	Officers	30 Apr. and Ev. 4 wks.	NATTC, Memphis, Tenn.
Airmen (P)	8 wks.	AN, AA	Ev. Monday	NATTC, Jacksonville, Fla., NATTC, Norman, Okla.
Airship Training	4 mos.	Officers	varies	NAS, Lakehurst, N.J.
Airship Training Non-Pilot (C-I)	12 wks.	AM (7212, 7219) any class or designated striker	6 Apr. 6 Jul. 28 Sep.	NAS, Lakehurst, N.J.
Aviation Boatswain's Mates (A)	16 wks.	AN, AA	Ev. 2 wks.	NATTU, NAMC, Philadelphia, Pa.
Aviation Electrician's Mates (A) (B)	19 wks. 33 wks.	AN, AA AE2, above	Ev. Monday Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Electrician's Mates (C-I) Instrument Course	13 wks.	Senior AE's	Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Electronics Officers	30 wks. or 18 wks. short course	Officers USNR Off.	varies	NATTC, Memphis, Tenn.
Aviation Electronics Technicians (A) (B)	28 wks. 40 wks.	AN, AA AT2, AL2, above	Ev. Monday Ev. 2 wks.	NATTC, Memphis, Tenn.
Aviation Instructor (C-I)	4 wks.	POs	Ev. Monday	NATTC, Memphis, Tenn.; NATTC, Jacksonville, Fla.; NATTC, Norman, Okla.
Aviation Machinist's Mates (A) (B)	14 wks.	AN, AA	Ev. Monday	NATTC, Memphis, and NATTC, Norman, Okla.
Jet Engine Special Maint. Course J-33 (C-I)	24 wks. 3 wks.	AD2 and above AD2 and above and AD3 recommended	Ev. 2 wks. Ev. 3 wks.	NATTC, Memphis, Tenn.
J-34	3 wks.	as above	Ev. 3 wks.	
J-42	3 wks.	as above	Ev. 3 wks.	
Helicopter Maint. (C-I)	8 wks.	AD3 and above	Ev. 2 wks.	
Aviation Medical Examiner	16 wks.	Officers	varies	Scol of Aviation Medicine, Pensacola, Fla.
Aviation Ordnance Off.	10 wks.	Officers	28 May and Ev. 10 wks.	NATTC, Jacksonville, Fla.
Aviation Ordnancemen (A) (B)	14 wks. 25 wks.	AN, AA AO2, above	Ev. Monday Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Storekeepers (A)	12 wks.	AN, AA	Ev. Monday	NATTC, Jacksonville, Fla.
Aviation Structural Mechanics (A) (B)	14 wks. 24 wks.	AN, AA AM2, above	Ev. Monday Ev. 2 wks.	NATTC, Memphis, and NATTC, Norman
Hydraulics Course (C-I)	8 wks.	Senior AMs	Ev. 2 wks.	NATTC, Memphis, Tenn.
Aviation Supervisor (C-I)	2 wks.	POs	Ev. 4 wks.	NATTC's at Memphis, Jacksonville and Norman, Okla.
Camera Repair (C-I)	12 wks.	AF3, PH3, above	Ev. 12 wks.	NATTU, NAS, Pensacola, Fla.
Carrier Gasoline and Inert Gas Systems (C-I)	6 wks.	AB3, above	Ev. 4 wks.	NATTU, NAMC, Philadelphia, Pa.
Catapult and Arresting Gear (C-I)	11 wks.	Off., AB, AD	Ev. 4 wks.	NATTU, NAMC, Philadelphia, Pa.
Catapult, H2, H4, H8	7 wks.	Off., AB, AD	Ev. 4 wks.	
Arresting Gear, MK 4, 5	4 wks.	Off., AB, AD	Ev. 4 wks.	
CIC Officers School	20 wks.	Officers	varies	NATTU, NAS, Glenview, Ill.
Ground Controlled Approach (C-I)				NATTU, NAS, Olathe, Kansas
Enginemmen Course	10 wks.	EN3, above	Ev. 8 wks.	
Operators Course	8 wks.	Off., AC, ACAN	Ev. 4 wks.	
Technicians Course	21 wks.	Off., ET	Ev. 4 wks.	
Motion Picture Camera	14 wks.	AF3, PH3, above	6 Apr. and Ev. 14 wks.	NATTU, NAS, Pensacola, Fla.
Parachute Riggers (A) (C-I)	15 wks. 8 wks.	AN, AA PR2, above	Ev. 4 wks. Ev. 6 wks.	NATTU, NAS, Lakehurst, N.J.



TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Photographer's Mates (A)	14 wks. plus 2 wks. air phase	AA, AN, SA, SN	Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
(B)	18 wks. plus 3 wks. aerial phase	AF2, PH2, above	Ev. 4 wks.	
Photographic Officers	18 wks.	Officers	30 Apr. and Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
Photographic Reconnaissance Off.	21 wks.	Aviation Off.	30 Apr. and Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
Rawin Set Operator (C-1)	5 wks.	AG2, above	Ev. 8 wks.	NATTU, NAS, Lakehurst, N.J.
Target Drone (C-1)	8 wks.	Off. and Enl.	Ev. 8 wks.	NATTU, NAS, El Centro, Calif.
Training Devices Men (A)	20 wks.	AN, AA	Ev. Monday	NATTC, Memphis, Tenn.
(B)	36 wks.	TD2, above	Ev. 9 wks.	
Operational Flight Trainer (C-1)	16 wks.	TD, TD(A) Scol Grads	Ev. 8 wks.	

## You Can Go To College Without Leaving Your Ship

Ambitious Navymen who desire to continue their education, specialize in a certain branch of knowledge or prepare themselves for advancement

in the naval service, have an excellent opportunity to turn off-duty hours into profitable educational advantages. This may be done through study of correspondence courses offered by USAFI and 46 colleges and

universities through the U.S. Armed Forces Institute, Madison, Wis.

In addition to the well known USAFI courses offering subjects of an academic nature to military personnel, the Government also has special contract arrangements with 46 colleges and universities to offer hundreds of additional courses at greatly reduced rates. A summary of the colleges and universities and the great variety of courses they make available to all naval personnel on active duty are listed in "Correspondence Courses Offered by Colleges and Universities Through the U.S. Armed Forces Institute," (NavPers 15819a, August 1952). This 265-page catalog will be found in the Information and Education Office of your activity or your ship's training officer's office.

Each student is required to pay the enrollment fee at the time his application is submitted. This amount covers the administrative cost of the enrollment and the cost of textbooks and materials. It also takes care of the \$2.00 USAFI enrollment fee for any additional USAFI courses you may want to take. Money orders should be made payable to the college or university at the city where the school is located. However, they must be sent, together with two copies of enrollment application, DD Form 305, "Application for Correspondence or Self-Teaching Course," to the U.S. Armed Forces Institute, Madison 3, Wis. No refunds will be made to the student in the case of disenrollment.

The amount of academic credit a college will grant toward a degree for these correspondence courses varies with the individual college.

## NTC Bainbridge

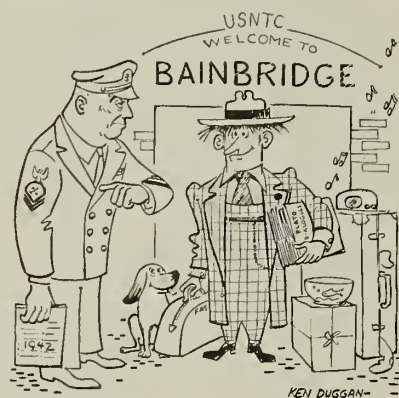
To meet the Navy's need for trained personnel back in the early years of World War II, President Roosevelt authorized the purchase of 1132 acres of land which was later to become the U.S. Naval Training Center, Bainbridge, Md. The name "Bainbridge" was chosen in honor of Commodore William Bainbridge, one-time commander of the immortal USS *Constitution* ("Old Ironsides") and founder of one of the Navy's first training schools at Charlestown Navy Yard (now Boston Navy Yard).

Construction of the Center began on 19 May 1942. In October it was placed in commission and on the 10th of that month the first recruit reported for training.

During World War II, Bainbridge performed as a vital "assembly line" for the Navy. After sending more than a quarter of a million men to the Fleet, the Center was decommissioned (temporarily, as it turned out) on 31 June 1947.

When the Korean crisis once more brought about a demand for more recruits, the big Center was reactivated. The first group of recruits arrived 2 Apr 1951—13 of them. Bainbridge was back in business.

By the end of its first year of reactivation, Bainbridge had graduated more than 17,000 recruits. The year 1951 also saw the first Waves arrive for training at the Center, which is now the Navy's only Wave recruit training activity. The first group came aboard November 1951.



Last year an even greater expansion of the Center came about with the establishment of a Service School Command. The first service schools—those for yeoman, personnel man, quartermaster, fire control man, radioman and teleman—were all in operation by March 1952.

Since then, gunner's mate, hospital corpsman, dental technician and dental prosthetics technician schools have been added to the nautical campus. The Naval Preparatory School, "Little Annapolis" is also located at the Center.

Today, Bainbridge is a smoothly functioning establishment which each week sends about 1000 young men and women to advanced schools or out to the Fleet.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as certain *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

*Alnavs* apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

### *Alnavs*

No. 3—Decreases from 24 months to 18 months the active commissioned service required of lieutenants (junior grade) wishing to apply for acceptance in the Regular Navy under the augmentation program.

No. 4—Announces the convening of a selection board to recommend for temporary promotion to the grade of lieutenant commander line and Staff Corps officers on active duty.

No. 5—Contains message from the new SecNav, Robert B. Anderson, upon his taking office.

### *BuPers Instructions*

No. 1050.1—Authorizes employment of Navy and Marine Corps personnel in essential activities, such as agricultural and industrial jobs, while they are on leave or liberty.

No. 1085.12—Reissues unchanged in the Navy Directive System regulation stating the Navy will not usually furnish lists of Navy personnel, whether active, retired or Reserve, to organizations or individuals outside the Navy.

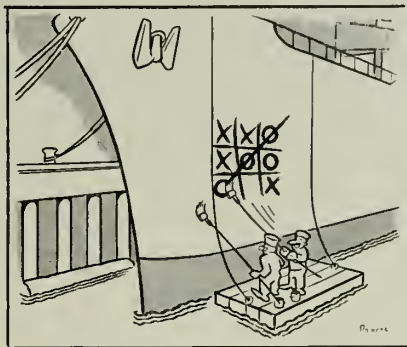
No. 1085.14—Concerns submission by commands of the "Training School Report," *NavPers* 318.

No. 1085.15—Directs all officers to submit personal photographs for their record periodically as required.

No. 1120.12A—Outlines eligibility requirements and processing procedure whereby Naval Reserve officers and temporary USN officers may be considered for appointment as officers in the Regular Navy.

No. 1120.13—Outlines the opportunities and requirements for career officers from NROTC sources.

No. 1321.1—Delegates authority to



—T. Powers, *MSTS Magazine*

issue permanent change-of-duty orders to officers with 1300 or 1700 designators to certain major commands.

No. 1326.1—Reissues in the Navy Directive System instructions concerning flight orders for Navy EM's.

No. 1412.4A—Contains a summary of regulations governing the temporary appointment and promotion of Navy and Marine Corps officers on active duty in the grades of lieutenant commander (major) and below.

No. 1414.1A—Sets forth new auditory requirements for sonar men.

No. 1530.18—Lists texts recommended for study by Naval personnel preparing for the preliminary exam for assignment to the U. S. Naval Preparatory School.

No. 1610.5—Reissues unchanged in the Navy Directive System instructions concerning men on active duty in the Navy who claim conscientious objection to participation in war.

No. 1710.1—Gives the schedule and policy toward organized Navy sports championships during 1953.

No. 1801.2—Contains a general round-up of information on non-disability retirement provisions in existing law for officers of the Regular Navy.

No. 2700.4—Allows commanding officers to employ an assistant mail clerk in training as relief for the regular mail clerk.

No. 3370.1A—Restates qualifications required for officers and enlisted men authorized to test, adjust and repair influence-type mine firing mechanisms.

No. 3571.2A—Requests applications from enlisted and officer personnel for training as U. S. Naval School, Explosive Ordnance, Indianhead, Md.

No. 4830.2—Sets up priority ratings

to insure conservation of metal used in the manufacture of cans.

No. 5000.3—Contains information on the method of procurement, accounting for and administration of Army personnel assigned duty with the Navy.

No. 6000.1—Sets forth internship and residence policy for medical personnel in the armed forces.

### *BuPers Notices*

No. 1400 (23 Jan 1953)—Informs the naval service of the effect of the current limitations on numbers of officers in various pay grades by amendment to the 1953 Appropriations Act.

No. 1080 (26 Jan 1953)—Discusses errors made in submitting monthly Personnel Diaries.

No. 1321 (6 Feb 1953)—Gives general policy concerning proceed time, travel time and delay allowed on first-duty orders.

No. 1412 (9 Feb 1953)—Announces the selection for permanent promotion to the grade of commander (women) of one officer of the Medical Corps and one officer of the Supply Corps.

No. 1710 (12 Feb 1953)—Sets forth details for All-Navy and Inter-Service basketball championships of 1953.

## Scholarships Offered to Daughters of Navymen

Navymen with daughters of college freshmen age may be interested in a scholarship recently established at a Maryland college. Goucher College, of Baltimore, has created a \$500 resident scholarship for a young woman of the freshman class whose father is currently serving in any branch of the military service.

Further information on this, and other, scholarships may be obtained by writing to the Director of Admissions, Goucher College, Towson, Baltimore 4, Md.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) *Stadimeter*.
2. (c) *Measures the distance from one ship to another.*
3. (a) *Civil Engineer Corps.*
4. (c) *Medical Corps.*
5. (c) *Boat boom.*
6. (a) *Prevent the boat from pounding itself against the side of the ship.*



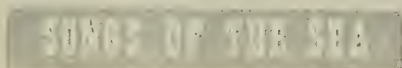
# BOOKS: ADVENTURE AND SATIRE COMPRISE SPRING LIST

SPRING IS HERE and along with it come books on Arctic exploits, traveling in small boats and tales of early and present-day America. Here are reviews of some of the recent volumes selected for Navy men by the BuPers library staff:

• *Draw Near to Battle*, by Jere Wheelwright; Charles Scribner's Sons.

This is a novel—by a WW II Navy lieutenant commander—about an American caught up in Napoleon's Paris in the early 1800s. Rid Howard, who gets involved in a minor plot against the emperor.

Things come to a head when Talleyrand, famed French Minister for Foreign Affairs, arranges an interview between Rid and Napoleon. As a result, Rid is prodded into "volunteering" for service in the emperor's army.



## The Mermaid

'Twas Friday morn when we set sail,  
And we had nat gat far from land,  
When the Captain, he spied a lovely mer-  
maid,

With a comb and a glass in her hand.  
Then three times 'round went our gallant  
ship,

And three times 'round went she,  
And the third time that she went 'round,  
She sank to the bottom at the sea.

Chorus:

Oh the ocean waves may roll,  
And the stormy winds may blow,  
While we poor sailors ga skipping up aloft,  
And the land lubbers lay down below,  
below,

And the land lubbers lay down below.

—Old Forecastle Song



KEN DUGGAN

And so, rather than going to prison, Rid becomes a foot-soldier. He serves in several battles, is wounded at Eylau and taken prisoner. The British contrive to keep him as a sort of orderly so that he doesn't fall into the hands of the Russians. From then on, Rid bides his time—all the while planning to return to Napoleon's forces. Read the book to find out how it all turns out.

There is Jere Wheelwright's fourth historical novel. It is well-written, smoothly paced, full of action, intrigue and adventure.

★ ★ ★

• *The Wild Ohio*, by Bart Spicer; Dodd, Mead and Company.

Here's a novel concerning a group of French families who came to America as an aftermath of the French revolution. With powdered wigs and high hope—and a guide named Crosbie—they prepared themselves for the cross-country trip to Ohio where their "estates" were located.

Colonel Duncan Crosbie and fellow-guide Lieutenant Nicholas Blanchard are chosen to escort the French on their arduous trek.

As the day for departure rolls around, an attempt is made to kill Crosbie. Blanchard takes over and the wagon train gets underway.

After many difficult moments, the group makes it to Ohio. But all is not over. There is a bitter, last-ditch fight with the Indians. A traitor is uncovered. And General Putnam has a lot of explaining to do about the many attempts to keep the French from getting to Ohio.

This yarn, based on historical incidents, makes for good reading.

★ ★ ★

• *The Glorification of Al Toolum*, by Robert Aurther, Rinehart and Company.

Alfred Toolum, husband of Emily Toolum, father of Herman, 12, Sherman, 9, and Little Louie, 5½, is a workaday citizen. Forty, with a nice income, an aversion to television, a love of bowling, and a liking for family outings, Al is pretty settled.

Then it happens. Son Sherman enters his father in a "Yankee Doodle" contest, the winner of which would

be the "most average American" of 1952. Needless to say, Al wins.

There follows his TV debut, his appearances on programs of many sorts, his brush with the State Department, his involvement with the "League to Free the Pacific Peoples," his embarrassing dealings with various manufacturers whose products he is asked to endorse.

There's more than a little satire in this book. It's written in a breezy style sure to catch—and hold—the Navyman's eye.

★ ★ ★

• *Arctic Solitudes*, by Admiral Lord Mountevans; Philosophical Library.

Tackling his task chronologically, Lord Mountevans begins with references to the ancient Greeks and Vikings, continuing with the efforts of Frobisher, Davis, Hudson and others down through the twentieth century.

You'll read about Davis' idea to take musicians along with him to make friends with the Eskimos, back in 1586. You'll learn of Franklin's tragedy, the exploits of Admiral Peary, Rasmussen, Amundsen and many others.

Drawing extensively on the accounts of other Arctic explorers, Lord Mountevans has woven an interesting volume.

★ ★ ★

• *Wanderlust*, by Hans de Meiss-Teffen and Victor Rosen; McGraw-Hill Book Company.

When Hans de Meiss-Teffen was a youngster he bet his brother, Gottfried, that he'd sail across the Atlantic alone before he was 40.

He purchased a small boat, later selling it to take a half-interest in a larger vessel, becoming skipper in the bargain. Thus his adventures really began.

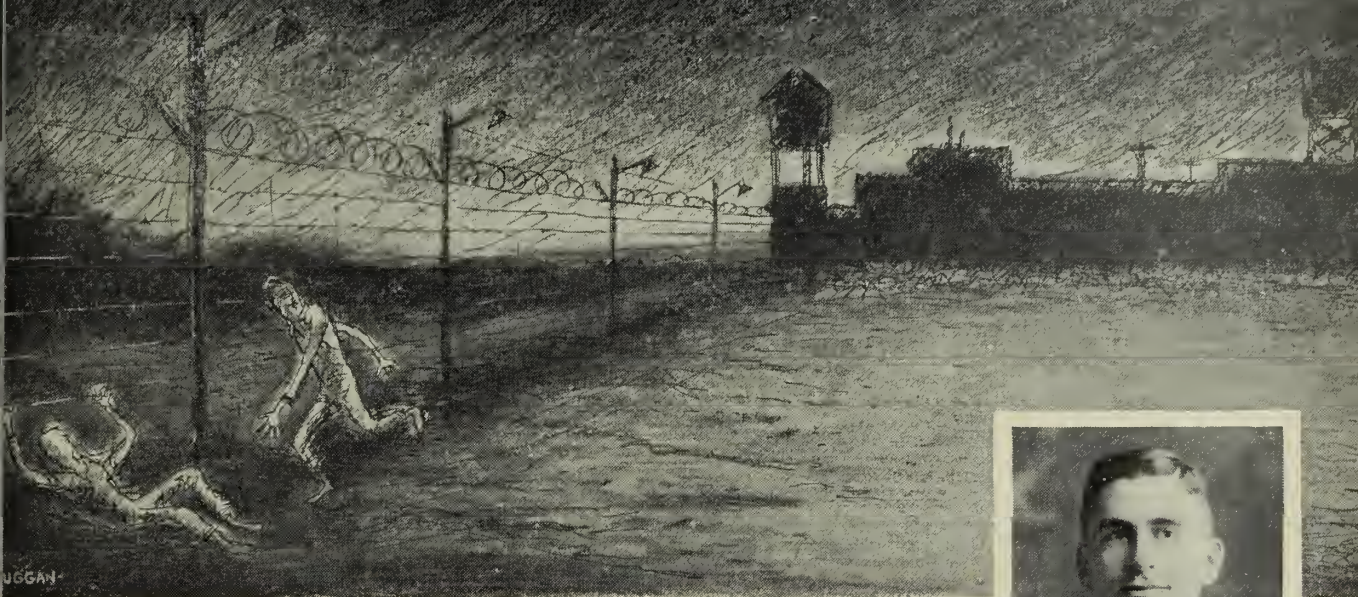
His wanderlust took him to Greece, Israel, finally Africa—where he achieved another ambition, he killed a lion.

When war broke out in Europe, his carefree wandering was over—for a time. Before long he found himself outfitted with a boat to sail to Africa and relay to the Germans word of Allied shipping, military information and the like. But little information of value was passed on to the Germans, for Hans was really working with the British!

When the war ended, he once more got around to his plan of sailing to America alone. You'll enjoy reading of Hans' travels and adventures.

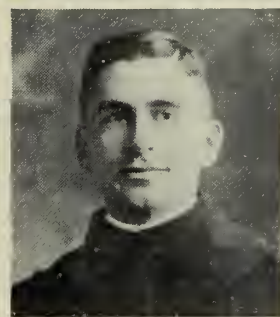


# PRISON CAMP ESCAPE : 1918



## MEDAL OF HONOR THRILLER

A heroic Navy lieutenant, captured when his ship is torpedoed out from under him, fights his way to freedom from a German prison camp to tell this stirring saga. From *A History of the Naval Transport Service* by VADM Albert Gleaves.



LT Edouard V. M. Izac

When a German U-boat sank an American vessel during World War I, one of the first things the enemy commander did when he brought his craft to the surface was to look for survivors, in the hope of extracting from them valuable information about other convoy operations.

Thus it was that the submarine U-90 which had just put three torpedoes into the troop transport *President Lincoln*, sending that ship to the bottom 500 miles east of Brest, France, then proceeded to pick up Navy Lieutenant Edouard V. M. Izac, USN.

But Lieutenant Izac proved more than a mental and physical match for the foe. Not only did the Germans learn nothing from him, they couldn't even keep him prisoner in the innermost recesses of Germany. And, as the following pages will show, the American naval officer learned a great deal about the U-boats.

This is also an account of how Edouard Izac won his nation's highest award, the Medal of Honor, for a feat which led from the U-90, through two of Germany's toughest prison camps, a brutal beating and deprivations, several unsuccessful attempts to escape and finally—a successful flight to freedom from a prison camp at Villingen located in the remote southwest corner of Germany.

It is a story of determination, of iron will and a low regard for personal safety, told with marked understatement as befits an official report to the then Secretary of the Navy Josephus Daniels. The account is excerpted and freely arranged from a chapter in the book *A History of the*

Naval Transport Service by Vice Admiral Albert Gleaves, USN.

We pick up the narrative as Captain Remy, the U-boat commander, cruises his submarine at periscope depth around the area of the sinking, looking for other officer-survivors. This is Lieutenant Izac speaking shortly after being taken aboard the German submarine:

EARLY in the morning a radio was intercepted [aboard the U-boat] stating that the survivors of the *President Lincoln* had been picked up and that only a few were missing [of which I unfortunately was one]. That afternoon we sighted two American destroyers. They were so far away that the Captain thought that by heading away he could avoid being seen. He did not reckon, however, on the keen eyesight of the American lookouts. The destroyers instantly sighted him and gave chase.

We quickly submerged and a few minutes afterward we felt depth bombs exploding all about us. Twenty-two bombs were counted in four minutes; five of them were very close, or seemed so to me, for they shook the vessel from stem to stern. To escape them we were making our best speed, zigzagging, and apparently doubling back on our course. The petty officer at the microphones, listening to the propellers of the destroyers, reported continuously whether they were getting closer or farther away to the [U-boat commander], who was in the conning tower.

Reprinted from "A History of the Transport Service," by Vice Admiral Albert Gleaves, USN, published in 1921 by Doubleday & Company, Inc., New York, N. Y. In public domain.



## PRISON CAMP ESCAPE: 1918

Soon they could no longer be heard, but we remained submerged at a depth of sixty meters for about one hour longer. Then Captain Remy brought his boat to the surface and continued cruising up and down at five knots speed.

The following morning, June 2nd, another American destroyer was sighted, but so far away that we were not seen. [The Captain] felt that things were getting too warm for him in that vicinity and he intended to return to his base. We headed northwest and continued along the west coast of Ireland all that day and the next.

On the 6th of June we passed along the coast of Norway. The next day we got in touch with another U-boat which was running short of fuel. Her Captain was on board that night and talked a while with Remy before returning to his boat lying a few hundreds yards away. It was rather rough, so he did not take fuel from us but said he would try to make Kiel with what he had.

The following day, June 8th, we passed to the northward of Jutland into Skagerrack, hugging the Danish coast. That morning we fell in with another U-boat, and for three hours both submarines maneuvered at high speed over a measured course between a lighthouse and a fixed buoy. (In submarine navigation, especially when maneuvering into position to attack, accurate data as to what speed is being made according to engine revolutions, is important, and these submarines were evidently engaged in checking their standardization curves.)

On June 9th we continued on our way and about 11:00 P. M. I was allowed on deck to smoke. I found we were in a little bay apparently with the lights of Sweden on one side and those of Denmark on the other. Although the sun had long since set, it was still twilight. (At that time of the year there is practically no night in this latitude — at least no real darkness.) We were at a submarine rendezvous, because I saw a second submarine about a quarter of a mile away and another soon came to surface, making three in all.

Finding that I was not far from a neutral country, I determined to try to make a getaway.

I had my life jacket which had never been taken from me and was hoping that it would get dark enough so that I could not be seen in the water. While I was moving over to the platform abaft the conning tower a German destroyer was sighted bearing down on us from the east at high speed. She was making the rendezvous in order to escort us through the Sound.

Just as I was planning to slip over the side, Remy, who was never more than two yards from me, ordered me below. Before I passed through the hatch, I took one last look around and saw that the destroyer was placing herself at the head of the column and we were proceeding westward. Early the next morning I was on deck and found that we had passed into the Baltic and were heading in a southwesterly direction.

We entered Kiel harbor, which was protected by a net, at 3:00 P. M., June 10th, and tied up at a landing near the entrance to the canal. Here I was allowed to go ashore for a few minutes' walk with one of the officers and I noticed probably a dozen destroyers in the harbor and about eight submarines of the same type as the U-90. In addition to these there were two large submarines probably 350 feet long, each painted a dark green and mounting a six-inch gun forward. These, Remy told me, were the new mine layers. At seven o'clock we shoved off and in company with another submarine proceeded down the canal.

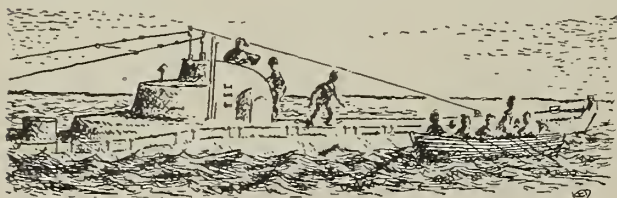
When I came on deck the morning of the 11th, we were in Heligoland Bight. A Zeppelin was patrolling over head; and about nine o'clock we passed a division of battleships, two of them being the *Grosser Kurfurst* and *Konig II*. They were sailing north at high speed, escorted by four large destroyers.

After passing through the locks at Wilhelmshaven we tied up alongside the mother ship *Preussen* and I was sent on board of her and put in a room with a barred port, the door locked and an armed sentry placed outside. We were lying in some back water from which it would be impossible for me to escape to the mainland; even had I done so I would have had to pass through the "most intensely guarded city of Germany," as they call it. One of the German officers told me it was practically impossible even for him in uniform to get out of Wilhelmshaven without passing through an enormous amount of red tape.

The U-90 is a submarine built in 1916, approximately 200 feet long, carrying two 10.5 c.m. guns — one forward and one aft of the conning tower. Captain Remy boasted that he could make 16 knots speed on the surface, and that he had demonstrated the superiority in speed that German submarines have over American submarines when, some time previously, he had had an encounter with the L-4; that they had maneuvered in trying to get a shot at each other; that both submerged two or three times; and that finally he was able to fire a torpedo at the American submarine after getting into position, owing to his superior surface speed; that just as he was firing, the L-4 dove and his torpedo passed a few feet over her.

While I was aboard we never submerged to a depth greater than 70 meters, although Captain Remy told me he could go to 100 meters. That last day, while passing through the Kattegat, when we were submerged for over 10 hours, we traveled most of the time at a depth of 70 meters. He seldom made more than eight knots speed submerged — I doubt if he could make much more. He carried a crew of 42 men and four officers. Another officer, Kapitän-Leutnant Kahn, was aboard for purposes of instruction, having had his request granted to command a submarine of his own.

The submarine rolled a little in the Atlantic, though we had no very rough weather. In the North Sea the choppy seas seemed hardly to affect it; and under the surface there was no sensation of being in motion. The air inside the submarine when we were submerged on the last day for ten hours was becoming disagreeable. However, several tanks of oxygen were carried which Remy told me he would use in case of necessity. The watertight doors between the different compartments were kept closed at all times after entering the North Sea. The officers and crew smoked in the conning tower or on deck, but nowhere else. The wardroom was about six feet wide and seven feet long. Here we ate at a small table, and in the





lockers along the bulkhead the wardroom food was kept.

A little wine was carried for the officers, who also had eggs two or three times while I was on board. They had sausage at every meal, canned bread and lard, which they called marmalade and used on their bread. Remy told me, however, that the people on the submarines were the only ones who had an unlimited amount of meat and the like. We had practically four meals every day; at 8:00 A. M., breakfast; at 12:00 o'clock noon, dinner; at 4:00 P. M., what they called "Kaffee," and at 8:00 P. M., supper, but practically every meal was the same, at least until we had the fresh mutton shot on North Rona Island. "Kaffee" at 4:00 P. M. apparently corresponded to our tea, but the sausage (or, as they call it, "Wurst") was placed on the table every meal.

After supper every night we played cards, sometimes bridge and sometimes a new game, with the secrets of which I was soon acquainted. Captain Remy tried in every way possible to make things pleasant for me, and when I asked an impossible question he invariably told me he did not think he ought to answer, so I have great confidence that what he did tell me was the truth.

\* \* \*

I was in my prison room on the *Preussen* two or three days. Twice I saw the Commanding Officer, who brought me a toothbrush and a comb. Remy came to see me twice before he went on leave and gave me cigarettes. He also changed into German money a \$5 bill which I had found on my clothes. I had him get me some toothpaste and a few other toilet articles.

After the two visits from the Commanding Officer of the *Preussen*, I saw no more of him, and he apparently left my rationing and entertainment to my guards. Sometimes they brought me food and sometimes they didn't.

Finally I was taken to the prison on shore, to what they call the Commandatur. I was escorted through the streets by a warrant officer wearing side arms and a guard of about four men. We landed from a launch and walked rapidly through the streets for about 45 minutes. At the Commandatur I was placed in a room which opened off a corridor. There was a guard in the corridor outside of my door; the door was kept locked at all times and there was another guard outside my window. The guards were armed with rifles which I noticed they kept loaded. Here they searched me and took my identification tag. They also took my gun and left me my binoculars. Up to this time I had had my gun. On board the submarine I cleaned, oiled and loaded it, keeping it on Remy's desk.

I was in prison at Wilhelmshaven two days. A naval officer visited me twice and questioned me. My food was the same as it had been on the *Preussen*. At 5 o'clock the morning of the third day a young naval officer and two men came for me and took me to the station, where we boarded a train for Karlsruhe. It was then I realized how fortunate I was to have the \$5 bill, for I had nothing to eat on the trip except a sandwich which the officer gave me from his lunch. However, at the station in Hanover he allowed me to buy a meal when he found that I had some money.

I was the only American at Karlsruhe, but the British and French treated me as one of themselves, and when they heard I intended to escape they provided me with maps, a compass, money and food. For two weeks I worked on plans for my escape. Two plans failed; the third (in which I was associated with some British and French



HAPPY SURVIVORS of *President Lincoln* group together aboard USS *Warrington* which came to *Lincoln's* relief.

officers) failed when a letter written by one of the French officers to a woman in Karlsruhe fell into the hands of the Commandant of the camp. The aviator had been in Karlsruhe before the war and had many friends there. Through one of the guards he had communicated with one of these, a woman, and she had assisted in our plans. When the Commandant found the letter he suspected a big camp delivery, so Berlin was notified immediately. The following day orders came from Berlin to clear the camp of all officers.

I had no regret in leaving that camp for I felt that I could not be much worse off, and I might possibly find conditions better at the next camp. Besides, we considered a journey the best time for attempting to escape. At Karlsruhe we had no breakfast. At noon we had soup made out of leaves, and a plate of black potatoes or horse carrots, or something similar. At night the same kind of soup again, and that was all, except the 240 grammes of black bread which we received every day.

At Karlsruhe I spent about three weeks and in all that time the soup was never changed. It was absolutely tasteless. It was hardly possible to exist on that ration, but the British and French Red Cross Committees had enough food to considerably ameliorate conditions. The French Committee had orders from France to take care of Americans, and while they had very few supplies, I was given what they did have in like manner to their own countrymen.

The morning I left Karlsruhe, I noticed that all the Serbians and about 20 Frenchmen who had come in the night before, were also leaving camp. They were guarded by four sentries. I had two. I was marched through the town to the station and on to the train. The guards then told me we were bound for Villingen and would get there about 3:00 P. M. I saw a timetable and planned to jump from the train at the first opportunity, but preferably as far south as possible in order not have so far to walk to reach the Swiss frontier. But never once had I the least opportunity of breaking from the guards. They sat on either side of me with their guns (which were loaded) pointed at me at all times. Finally we were only a few miles from Villingen, the train had already reached and passed the crest of the mountains and was on the down grade making good speed. I knew it had to be now or not at all. So watching my chance I caught one guard half dozing and the other with his head turned in the other direction, and jumping past them I dove for the window. It was very small, probably 18x24 inches. On the outside of the car there was nothing to land on so I simply fell to



## PRISON CAMP ESCAPE : 1918

the ground. Just as I disappeared, the guards who had been wondering what it all was about, jumped to their feet with a shout and pulled the bell cord. The train came to a stop about 300 yards farther on.

In the meantime I had landed on the second railway track. The ties were of steel and in falling I struck my head on one and was stunned for a few seconds. But the injury that did the damage was to my knees which struck another tie and were cut so badly that I could not bend them. I struggled to my feet and tried to shuffle off towards the hills and forest a few hundred yards away. But by this time the guards were out of the train and firing at me. I kept going as long as I could, and then turned around and found that the guards were only 75 yards away, so I held up my hands as a sign that I surrendered. One of the guards had just fired. The shot passed between my hat and shoulder, and had they continued firing they must surely have hit me. When I turned they were on me in a few seconds. The first guard beat me with the butt of his rifle as I half lay and half sat on the side of the hill. I remember rolling down hill, gaining additional impetus from their boots. They kicked me until I got up, and when I was up they knocked me down again with their guns. I noticed many people working in fields who came over to look on. Finally in knocking me down the seventh or eighth time one of the guards struck me and his gun broke in two at the small of the stock. Villingen was about five miles away. They marched me down the road at as near double time as I could make shuffling along. They were beating and kicking me continuously. We finally arrived at the prison camp and I collapsed on the guardhouse porch. I was greeted by the Commandant, a porkish looking individual and typically Prussian, who bellowed at me in German that if I attempted to escape again I would be shot. An interpreter told me what he said. They sent for the German doctor and he bandaged me from head to foot with the paper bandages they use.

Then I was put on a bed in one of the guardhouse cells. For three days I could not move and the vermin that infected the place made it almost unbearable. Later, when I had recuperated enough to move my arms and upper body, I was able to keep most of the vermin away while I was awake.

About my sixth day in the cell, I was given a court-martial, or at least I would call it such. There were three officers, and after questioning me they decided that I should be given two weeks' solitary confinement in my cell. They never stopped the food and books that the American officers sent into me, so I was not so badly off as I might have been. When I came out of the cell, however, I weighed only 120 pounds — I had lost 30.

Thereupon I began to consider fresh plans for escape. Thanks to Red Cross food, I built up and got myself in good physical trim. Three plans failed due to treachery.



There must have been some spies among the Russian officers, who gave our plans to the Germans. We were very much handicapped there because all the orderlies were Russian and the Russian officers themselves included every variety from the regulars captured in 1914 to some Bolsheviks. We could trust no one. Our own officers included more than 25 combatants, about 20 doctors and five merchant officers taken by the raider *Wolf*.

The Germans had finally decided to make Villingen an exclusively American camp. On October 7th all the Russian officers were to be shifted to the north of Germany. We knew that meant a thorough search for the following day. Once before we had undergone a search but fortunately the Germans were deceived by the exemplary conduct of the men in my barracks, and passed us by. I had a complete set of tools, over 100 large screws taken from all the doors in the camp, and four long chains made out of wire, which, a few days previously, had enclosed the tennis court. All these things were necessary in almost any plan of escape that we might devise, and I could not afford to lose them. In the other barracks they found several compasses, maps and other contraband. On one aviator they found a map sewed inside the double seat of his trousers. This cost him six days' solitary confinement. But we had suffered one disaster in this search: that was the loss of our material for ladder building which we had prepared out of bedslats after prolonged efforts.

On Sunday, October 6th, the day before the Russians were to leave camp, I called a meeting in my barracks of the 12 other officers whom I knew were interested in getting away. I insisted that we go that night. Our plan was to try and go over or cut through the fences in different parts of the yard simultaneously. We divided up into four teams. I had the first team, consisting of two aviators and myself; Major Brown the second team, consisting of one of the aviators and two infantry officers; Lieutenant Willis of the Lafayette Escadrille the third team, consisting of three other aviators; the fourth team was composed of two aviators who decided to go at the last minute.

The defensive works of the camp consisted first of the barred windows in the barracks, which ran along parallel to the outer fences; then a ditch filled with barbed wire and surmounted by a four-foot barbed wire fence. This was about eight feet outside the line of barracks. About seven feet outside the ditch was the last artificial defense—a barbed wire fence about eight or ten feet high with top wires curved inward out of the vertical plane of the rest of the fence. This was to prevent any one from climbing up and over, which would have been simple with a fence straight up and down. Outside the outer fence was a line of sentries about one for every 30 yards, and inside the yard there were two sentries who patrolled at their discretion.

The plan of the first team was to cut the iron grating of the window in my barracks and launch a bridge through the opening out to the top of the outer barbed wire fence. We were to then crawl along the bridge and drop down outside the wire. The second team had wire cutters and were to cut through the outer wire. The third team were to go out of the main gate with the guard off duty when it rushed out in pursuit of the other teams. The fourth team were to build a small ladder and climb over the outer fence.

At 10:30 the barracks lights were turned out as usual. Shortly afterwards the signal was given and a team con-



sisting of doctors threw the chains and short circuited all the lighting circuits in the camp.

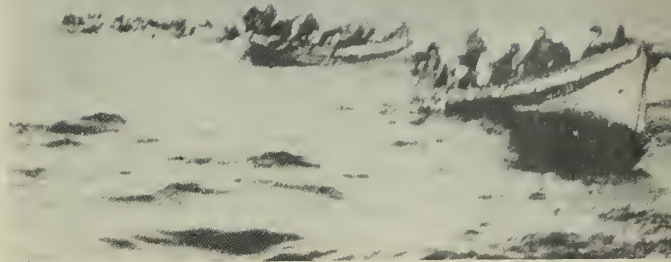
I have never been able to find out how the other teams fared, except to know that Willis of the third team and one of the fourth team got out of the camp. My team was more successful. The night before one of the officers and I stole out to the tennis court and brought into my barracks the two long wooden battens used as markers. We hid them under the beds. They were about  $2\frac{1}{2}$  inches wide, one inch thick and were 18 feet long. I had my eye on them for a long time because they were the only things in the camp to reach from the window ledge to the outer barbed wire fence. They were very light and of course would not hold any weight, but I had a plan to remedy that. Two Army officers who did not care to go were to launch the bridge through the window to the outer fence, leaving the three-foot overlap on the inboard side. When we crawled over the bridge they would then put their weight on the ends that overlapped and this would neutralize the great bending moment at the middle of the span.

I had stolen Red Cross food boxes and with the boards from these I made little flats which when screwed to the long battens (nailing would have attracted the guards) would make a very passable bridge. In the afternoon one of my team and I cut and filed the grating in my window. It had to be done when the guards were at the end of their beats outside, but we finally finished by dark. After last muster at 7:00 P. M. we began on the bridge and finished it by 10:00 o'clock. I then blackened it with shoe blacking so it would not appear white in the darkness.

As the lights went out the bridge was thrown across and the smallest in the team of three crawled out. I was second, the heaviest man third. When the bridge struck the outer fence, the nearest guards ran to the spot singing out: "Halt! Halt!" As the first man reached the end of the bridge and dropped to the ground outside, I was beside before he could straighten up and coaching him I dashed past the guards, who were then within a few feet of us preparing to fire. As we passed them they fired and the flash of the gun on my right almost scorched my hair. Then I heard the third man jump to the ground. We continued to run directly away from the camp and the whole side opened fire. Although the bullets were singing all around us, we were not hit. By our thus drawing fire, the other teams had a fine opportunity to cut their way out.

A few minutes later the guard of about 40 men sleeping in the guardhouse rushed out of the main gate in answer to the firing, and Willis came out with them, was fired on, but finally kept his rendezvous with me about two miles away. Knowing that in a few minutes the battalion of at least 300 men, together with hounds, would be on our trail, we headed across country and put several miles between us and the camp. We continued thus for six days and nights, walking mostly in the night time, never on roads and bridges, which are patrolled, but through the rivers, fields and mountains, and finally on the seventh night we came to the Rhine.

We had travelled about 120 miles, although the distance as the crow flies is perhaps only about 40 miles. We had a little food in our pockets, but lived mostly on the raw vegetables in the fields. When we came to the Rhine we spent about four hours trying to get past the sentries, and finally had to crawl the last half mile on our hands and knees down the bed of a mountain creek.



**SURVIVORS** of sunken *President Lincoln* shown drifting in boats and rafts. Vessel was sunk in May 1918.

About 2:00 A. M., Sunday, October 13, we were crouching in the water at the mouth of this creek where it flows into the Rhine. The hardest fight was still before us. In whispers we discussed the next move and then took off most of our clothes. As we stepped farther out, the current caught us and swept us away. The stream at this point is 200 meters wide and has a current of 12 kilometers an hour. The water was like ice, but when I had been carried to the center of the stream I couldn't get out. After fighting for ten minutes, I made one last effort and managed to get past the worst of the center, and then just as the last of my strength had gone my feet touched the rocks.

I was then in Switzerland. After a rest I crawled up the bank and in a few minutes found a house, where I was taken in and put to bed. The next morning I was turned over to the gendarmes. They had also located Willis in a house about three miles further down, where he found himself after his swim.

The Swiss were elated when they heard we were Americans. They took us to Berne and turned us over to the American Legation on October 15th.

**TWICE** imprisoned, LT E. V. M. Izac, USN (seated, right), escaped, bringing back vital intelligence information.





# TAFFRAIL TALK

WITH this issue, the editorship of ALL HANDS changes hands. Lieutenant Commander Francis C. Huntley, USNR, relieves Lieutenant Commander Charles J. Nash, USN, who is retiring from the service after 31 years.

Our new editor, an LST skipper during World War II, comes to the magazine from two years' duty in the Far East where he was executive officer of the fleet oiler *uss Manatee* (AO 58).

The retiring editor, Lieutenant Commander Nash, has earned his relaxation. Enlisting at the age of 18, he worked his way up the ladder to his present rank through duty in such ships as the battleships *West Virginia* and *Wyoming*, the cruiser *Portland*, the repair ship *Vestal* and the submarine tender *Canopus*. His roughest time probably came when he was a 20 mm. battery officer aboard the carrier *uss Kalinin Bay* (CVE 68) when his ship came under attack by several *Kamikaze* planes, shellfire and torpedo attack from the Japanese fleet during the Battle of Leyte Gulf.

And if you have a Rope Yarn Sunday afternoon to spare, get him to tell you about his adventures aboard the frigate *uss Constitution* when "Old Ironsides" was being shown to the public on both coasts of the U. S. in the early 1930s.

Commander Nash and his family will make their home near Puget Sound up Seattle way where he says he's not going to do anything but "sleep, eat, fish, hunt—and read ALL HANDS!"

\* \* \*

This month, the magazine will also feel the loss of two other veteran staff members, Chief Journalist Ernest J. Jeffrey, USN, and one of our artists, Thomas "Pat" Patrick, DC1, USN.

"Jeff," well-known to many of our readers as the ALL HANDS sports writer, has done feature articles and many of the "fixtures" such as "Way Back When" and "How Did It Start?"

We can even go so far as to say that ALL HANDS permanently affected Jeff's career. It happened this way.

In 1948, his enlistment up, Jeff decided to return to civilian life and the newspaper job he left. But when he appeared at the Executive Officer's office, his discharge papers ready for signature, the exec told him that orders had arrived just that morning sending him to ALL HANDS.

That looked pretty good to him, so as Jeff says, "I had my discharge papers retyped, added 'for the purpose of reenlisting,' and here I am!"

\* \* \*

Patrick, whose smooth lines and clean brushwork have brightened up many of the magazine's cartoons and illustrations during his three years with us, has had a varied background which includes three years as a frontline soldier island-hopping with General Eichelberger's Eighth Army during the Pacific campaign.

But even in the steaming jungles and dank beachheads, it seems, Pat's skill with pad and pencil came in handy. He helped draw intelligence maps for invasions made by the Eighth Army from New Guinea and Morotai through the Philippine campaign.

In 1947, Pat switched to the Navy "because I was practically a sailor anyway riding all those landing craft on invasions," and did duty with naval aviation at Guam and Whidbey Island near Seattle before joining the ALL HANDS art department.

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Ice-encrusted USS *Toledo* (CA 133) and CVA, in background, battle the elements as well as the enemy off Korean coast. *Toledo's* scheduled for Stateside overhaul.





# **YOU MAKE YOUR CAREER**

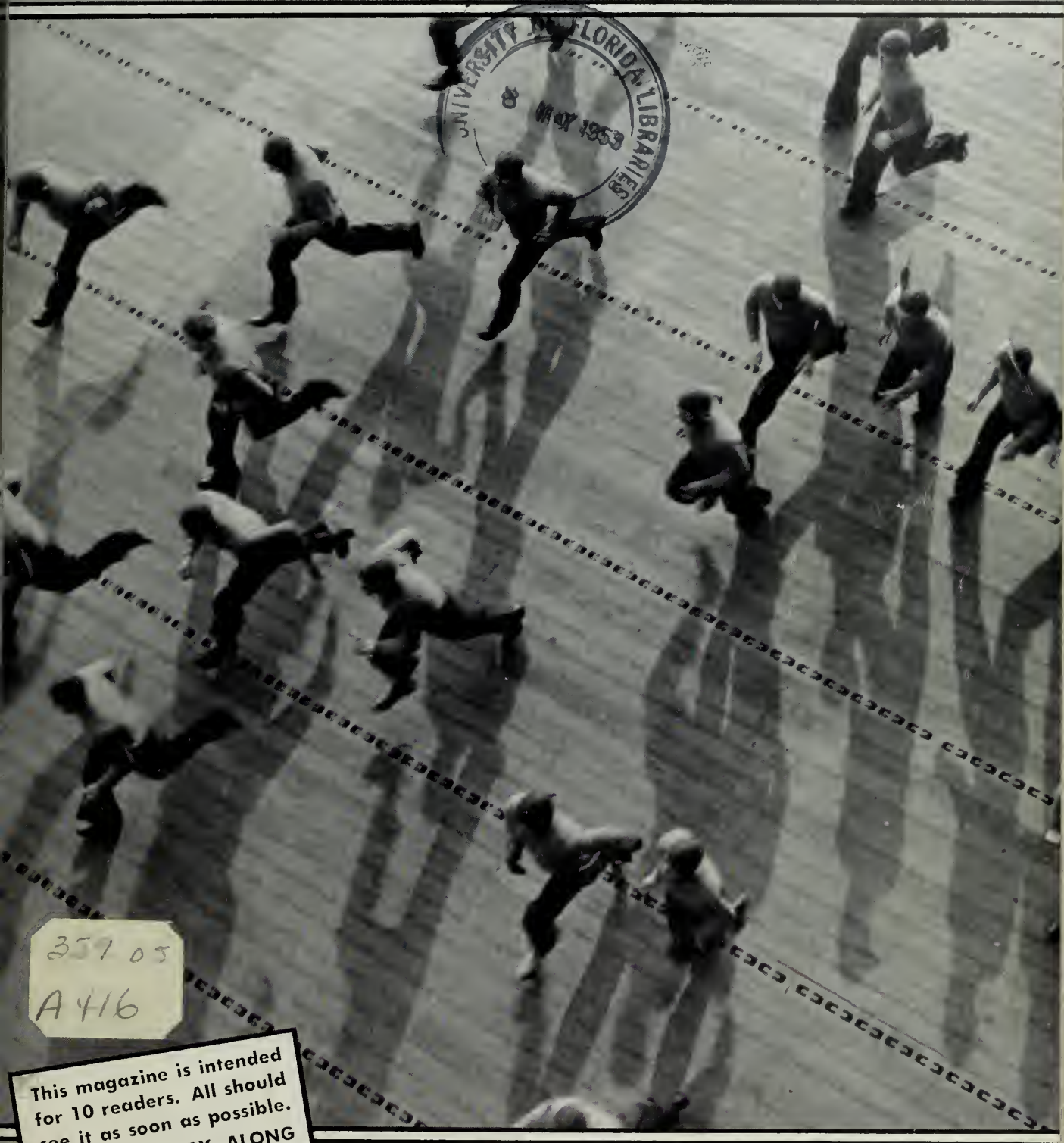


# **YOUR CAREER MAKES YOU**

When you choose the Navy, you choose  
a career with a future. . . . Training,  
advancement, technical skills, experience,  
travel, health care, good fellowship, and  
retirement plan. . . . Keep sight  
of your goal and take advantage of  
these opportunities. . . .

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



357 05

A 416

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

MAY 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1953

Navpers-0

NUMBER 435

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN

The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN

Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
War of the Whaleboats.....	2
Life and Adventures of Navy's Copra Queen.....	7
The Word .....	8
Away Fire and Rescue Party!.....	10
Power for Peace .....	13
Sealed in a Submarine for Sixty Days.....	14
Are You Making the Most Out of Liberty?.....	16
A Sample of Good Liberty.....	19
NROTC: A Navy Career Opportunity.....	20
Servicescopes: News of Other Services.....	22
Letters to the Editor.....	24
Special Feature on Ships' Names	
Men, Mountains and Trees That Sail The Seas..	30
Today's Navy .....	35
Bulletin Board .....	43
Here's List of New, Combined and	
Discontinued Ratings .....	43
Round-Up on New Qualifications for	
Advancement in Rating.....	50
Summary of New Legislation .....	55
Directives in Brief.....	56
Book Reviews .....	58
Book Supplement: Navy to the Rescue.....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdel, Reserve

• FRONT COVER: Unusual photo shows 'airdales' heading for their posts 'on the double' as flight quarters is sounded on board.

• AT LEFT: USS *Montague* (AKA 98) is framed by nets of another attack cargo ship during maneuvers off Okinawa this year.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



# War of the Whaleboats



WOUNDED on commando raid, Donald M. Flaherty, DC2, USN, is lifted aboard USS *Halsey Powell* from whaleboat.

**W**HALEBOATS have served many functions in their day, but it would take some stretch of the imagination to put them in the category of modern combat craft.

That, however, is just the role the whaleboat has been playing in the Korean theater, sometimes in hand-to-hand fighting.

For the gallant guys who serve in them, helping to extend the blockade of the Korean peninsula to the ultimate, war is sometimes a very personal thing indeed.

These pint-sized whaleboats — the same craft sailors Stateside use for liberty boats — are playing a small but significant part in sealing off the Communist forces from communication by sea.

Being of shallow draft, the boats can move into unswept areas close to shore where big, or even little, ships fear to venture. They have proved themselves adept at intercepting enemy sampans that try to sneak up the coastline at night to bring in supplies. They can act as a "spotter" when the parent ship wants to lob a few into an enemy gun battery position or supply dump but can't get a clear view of the target because of an

obstruction (the boat merely moves out on one flank where its crew can get a clear view to spot the salvos).

Two ships that have used the wooden whaleboats to good advantage are the small minesweepers USS *Murrelet* (AM 372) and the destroyer USS *Halsey Powell* (DD 686). The following accounts of their boats and boat crews reflect the top-notch skill and high courage required of the men who man the boats.

*Murrelet* is quite a ship herself. The minesweeper had chalked up an enviable war record before she even got into the whaleboat act. Once she destroyed an enemy locomotive with three-inch and 40mm. gunfire, track-and "leading" it as you would an aircraft target. Her guns "air conditioned" the fleeing engine until it exploded and careened off the track.

Another time lookouts spotted a cable car climbing up the side of a rock quarry situated near the shoreline. Figuring that a cable car was better than nothing for the day's hunting, her gunners took it under fire and dropped it like a clay pigeon to the bottom of the pit.

In ten months of operating in Korean waters, *Murrelet* had swept

6720 miles of 'green water for mines, had come under fire 17 times and had been hit three times herself, fired more than 20,000 rounds of ammunition of all kinds, shot up 13 sampans, damaged numerous enemy installations and silenced two Communist shore batteries.

Her skipper, Lieutenant John O'Neill, USN, since relieved, had even taken the ship into Wonsan harbor one day to pick up a North Korean general who wanted to surrender. Unfortunately, however, another ship arrived first and made off with the general.

The whaleboat crew reflected the character of the ship — it was hot to go. A system had been developed, a standard operating procedure, whereby the boat had been raising havoc among enemy sampan trade.

The system, worked out by the skipper and his engineering officer, Lieutenant (junior grade) William Gillen, USNR (who also acted as boat officer), made use of the same principles used by fighter director teams on aircraft carriers.

*Murrelet's* radar would pick up a contact, presumably a sampan creeping northward along the shoreline in

the dead of night. The word to man the whaleboat would immediately be passed and the volunteer crew would run topside, clamber into the boat, grabbing rifles and carbines as they went. Then the boat would be quietly lowered into the water.

With the help of a simple radar reflector stuck on top of a pole mounted in the boat, the ship's Combat Information Center would guide the craft to the target by means of instructions relayed over the ship-to-boat radio. Taking the "vectors" fed to it from the ship, the boat would silently stalk the unsuspecting enemy until it came within hailing distance.

Then, a Korean interpreter, carried along for just such an occasion, Ensign Suh In Byuk of the ROK Navy, would jump up and holler in Korean, "Hands up! We've got you covered! Surrender or die!" If they were smart, the Communists would give up.

While the whaleboat crew kept the enemy covered with their small arms, the coxswain would bring the boat alongside the sampan and a line would be thrown over and made fast. The Commies would be frisked and disarmed and the sampan would be lashed to the whaleboat and towed back to *Murrelet*.

This procedure not only gave Ensign Suh a chance to interrogate the North Korean prisoners in the hopes of getting some intelligence information, it also added a number of sampans to the South Korean floating forces. Sampans and prisoners alike were turned over to the ROKs as soon as practicable. In the first month of the whaleboat war, this procedure brought about the capture of seven Communist sampans and 32 North Koreans.

One dark night, radar picked up another contact. "It's pretty small," came the report. "Probably a sampan." The usual story.

Word was quickly passed for the crew to man the boat. In addition to Lieutenant (junior grade) Gillen and Ensign Suh, there were Frank Kennon, BM1, USN, coxswain; John Bogard, QMS2, USNR, gunner and signalman; Calvin Chance, EN3, USN, engineer; James Shearer, SO3, USN, radioman; and Norman Cluke, SN, USN, Norman Brown, TN, USN, and Marvin French, SN, USN, crewmen.

The men picked up their rifles and carbines and climbed into the boat. The motor coughed, then caught.

A dim moon made uneven shadows



**PREPARATIONS** for the commando raid were carried on by all hands. Here, provisions, ammunition and medical supplies are loaded on board 'Hawk.'

on the water as the whaleboat moved off into the darkness. Gillen took his place beside the radio operator. Soon the radio vectors started coming in.

"Steer 275. It looks like two targets instead of one. They're in unswept waters approximately one mile or less from the shore," came the word.

Gillen murmured to Kennon who checked his compass heading and turned the helm slightly to come to the new course.

"Right ten. Steer 285," the radar coached. All was still darkness ahead.

"Hold that course . . . you should be about 2000 yards . . . you ought to see them . . ."

There they were—two sampans outlined in the gloom. In the first one

were six men, in the second four. Gillen ordered all hands to cover the intruders with their small arms while Suh stood up and hollered for the sampan crews to surrender.

The communists threw up their hands and Kennon started to bring the whaleboat alongside.

Suddenly, one of the enemy reached down, grabbed a hand grenade and threw it straight at the approaching whaleboat. There was a deafening explosion in the after end of the boat.

Kennon, the coxswain, was killed outright and slumped to the deck beneath the tiller.

Gillen, shaken up by the terrific concussion, quickly recovered and

**'FALCON'** crewmen prepare their whaleboat for daring commando raid. At right is Flaherty who was wounded by enemy fire. Man at left is unidentified.







USS MURRELET (AM 372) sustained three hits while sweeping 6720 miles of water, shooting some 20,000 rounds of ammunition and wreaking havoc.

yelled to his men to open fire. He himself rushed back to the stern to regain control of the boat. Cluke, although wounded in the leg by the blast, also hobbled back to help.

The others let go a hail of fire that cut down the North Koreans and riddled the two sampans like sieves.

The threat eliminated, all hands now turned their attention to the damaged boat.

A two-foot hole had been blasted in the side near the waterline and water was pouring through it. Gillen ordered life jackets to be stuffed in the hole to staunch the flow. Other men bailed with their steel helmets or gave first aid to the wounded. In that fashion, the plucky crew made its way back to *Murrelet*.

For this action, Bronze Star Medals went to Lieutenant (junior grade) Gillen, Quartermaster Bogard, Sonarman Shearer and Seaman French. Letters of Commendation went to Engineman Chance, Seaman Cluke

and Stewardsman Brown. Cluke and Brown, both wounded, also received Purple Hearts.

The crew of the destroyer *Halsey Powell's* whaleboat has just as gripping a story to tell. Theirs was a hit-run commando raid staged to neutralize an enemy build-up of materials at a spot where the destroyer's guns themselves could not reach.

During operations in the vicinity of Hungnam on the North Korean coast, *Halsey Powell's* commanding officer, Commander Francesco Costagliola, USN, since relieved, had noticed increased enemy activity on the little two-by-four-mile island of Hwa. If the Communists succeeded in fortifying it, Hwa could control the entrance to the harbor.

Reconnaissance runs by the ship's two whaleboats confirmed Commander Costagliola's analysis. The whaleboat crews described how they had seen men ashore piling equipment into warehouses. They added

that the buildings were pressed up against a protecting cliff on the mainland side of the island. It would be almost impossible for *Halsey Powell* to fire over the island and make a hit, and just as impossible to try to make a run with the destroyer into the unswept, shallow channel that separated the island from the mainland.

The ship's gunnery officer, Lieutenant J. E. Chambliss, USN, came up with a possible solution—a commando raid. That might work, the skipper agreed, if the whaleboats only packed a little more firepower. Now, say the boat crews could carry a bazooka or two . . .

When the ship returned to Sasebo, Japan, for routine overhaul, this idea was presented to staff members of the U. N. Blockade and Escort Force. The wheels turned and soon a 75mm. recoilless rifle and a 3.5-inch bazooka, on a short-term loan from the Army, made their appearance on board the destroyer.

Both weapons, any gunner's mate will tell you, pack a terrific wallop for so small a piece. Both are part of the Army's program to develop a "family" of "vest-pocket artillery" pieces that can be carried by the foot soldier. The bazooka, for example, with a good hit can make mince meat of the toughest tanks known.

No sooner had *Halsey Powell* arrived back on the bomblines when Commander Costagliola received a query from the Commander of the Blockade and Escort Force requesting information "on the current situation at Hwa-do." The information was sent—then the ship's officers sat down to discuss what more could be done to eliminate the trouble spot.

It was decided to send in the two whaleboats armed with their new-found weapons in a surprise attack in hopes of destroying the build-up

WHALEBOAT tows captured sampan to ship (left). Captured sampan is shown tied alongside the minesweeper.





area. Lieutenant Theodore Curtis, USN, was put in charge of the mission and placed himself in the lead boat. Ensign James Winnefeld, USN, the ship's shore fire support officer, was second in charge and took over the second boat. The code name for Curtis's boat was "Hawk;" for Winnefeld's, "Falcon."

Arthur Talley, BM3, USN, coxswain; William Harrison, RM2, USN, radioman; and William Haynes, QM3, USN, Albert Schildt, TM3, USN, David Powell, SN, USN, and John Wright, FN, USN, made up "Hawk's" crew.

With Winnefeld in the second boat were Donald Flaherty, DC2, USN, coxswain; Wesley Pomeroy, GM1, USN, Roy Manning, RM3, USN, Matthew Laboda, EN3, USN, and Edwin Shorak, SN, USN, crewmen; and a Republic of Korea Lieutenant (junior grade), Kim Chong Hyuk, as interpreter.

On the chosen afternoon it was cold and there were patches of ice along the shoreline. The recoilless rifle and bazooka were carefully handed into the boats. In addition, every man had his own rifle or carbine.

The boats were lowered into the water and *Halsey Powell* herself took position at a point where she would have a direct shot off to one side toward "Lighthouse Point" on the mainland, where the Communists were known to have a shore battery, as well as directly toward Hwa-do.

Thus far, no sign of life at either place. The boats began their journey toward the channel-side of the island, sweeping wide to one side. As they



BROWNING automatic rifle in hand, knife handy, Wesley J. Pomeroy, GM1, USN, was fully prepared for his part in the commando raid on Hwa Island.

made their way, the destroyer opened up with a blanketing fire spotted by Winnefeld in "Falcon." When it was apparent that the ship's fire could not effectively get at the buildings on the protected side, Curtis in "Hawk" requested permission to proceed into the beach and open up with the boat weapons.

Permission granted. "Hawk" and "Falcon" moved in. Winnefeld opened up with his 75mm. while "Hawk" laid off to cover. The 75, firing phosphorus shells, set fire to several buildings, fires that continued

to blaze for several hours afterward.

Then "Hawk" moved in while "Falcon" covered, lobbing eight-lb. shells from its bazooka into several other buildings, blasting them to splinters.

Then Winnefeld, seeing two undamaged sampans lying on the beach veered "Falcon" over in that direction with the idea of towing the sampans back to the ship (sampans were desired for intelligence reasons). He ran the whaleboat up on the beach. Flaherty, armed with a Browning automatic rifle, jumped out and ran a short distance up the beach to cover his buddies while they cut the sampans loose and rigged them for the tow.

Just then, the Communists evidently woke up to what was happening. Small-arms fire began to zing ominously around the raiding party.

"All right, Jim, let's get out of here," Curtis barked over the walkie talkie between the two boats.

Winnefeld now saw he couldn't hope to get the two sampans and ordered them cut loose again. He ordered Flaherty back into the boat and yelled to the coxswain to give it full speed.

But an enemy sharpshooter had found the range. Two rifle bullets ripped through "Falcon's" side, hitting Flaherty in the foot and groin. Another shot snipped the headphones right off Harrison's head in the

MEMBERS OF *Murrelet* crew inspect captured sampan. L-to-r: J. D. Ryan, BM2, J. W. Denney, SN, and N. E. Cluke, SN. Cluke was wounded later in battle.







SOLAR STILL is inflated by ENS Farkas (right) as Harry J. Donham, AD2, stands by. The still is used to obtain drinking water from sea water.

### These Men Graduate as Qualified 'Survivors'

Putting into practical use their accumulated knowledge of survival on tropical islands, flight crews of Patrol Squadron Four launched a training program which includes a two-day field trip to isolated beaches in northern Guam. Field trips are preceded by drills and instruction covering all phases of survival.

Transported to the survival test area at Ritidian Point, the 11-man groups from VP-4 are left to survive only on what they can find in the sparsely populated area and what could be salvaged from a P2V Neptune. From the road they scout through several types of terrain including savana, mountain trail, rain

forest, jungle and shoreline. The area is studied for possible sources of food and shelter.

Camp is made on the beach. Signal gear is made ready and preparations for survival begun.

The Ritidian region abounds in coconuts, breadfruit, papaya, pandanus and other tropical fruits. Crabs and fish can be found although scarce. The coconut supplies most food and drink for the party.

A palm-thatched lean-to constructed of papaya trunks and coconut palm branches furnishes shelter from the rain.—R. W. Rebbeck, SN, USN.



YELLOW TARPAULIN is spread out by P. J. Heigert, ALAN, ENS L. Farkas and LT C. Ostertag (l-to-r) to catch rain water and signal rescue planes.

"Hawk," grazing a six-inch crease across the top of his scalp.

The boats at last drew clear of the danger area.

The wounded Flaherty was laid out in the bottom of the whaleboat and a tourniquet was fashioned out of a belt and wrapped around his leg.

When the coxswain was made comfortable, the boats continued the trip back. But their troubles were not yet over. A Communist shore battery now came to life.

Curtis ordered everyone to duck down in the boats and directed Talley, the coxswain, to veer to the right to outrun the battery. Talley nudged the tiller over, then figured he'd better get down too. So he grabbed an M-1 rifle and slid to the deck, lying there on his back and steering the boat with the rifle!

Curtis radioed to *Halsey Powell* for covering fire to protect the withdrawal. The destroyer, its men standing ready at General Quarters, answered immediately. The shelling had the desired effect for the Communist fire soon stopped.

But now "Hawk" began to lose oil pressure. Evidently one of the rifle shots from the beach had nicked the oil line. Since they were now out of range of the shore fire, Curtis ordered "Falcon" to proceed back to *Halsey Powell* with the injured Flaherty and told Talley to lie to and wait for "Falcon" to return. This the other boat did in a few minutes and towed "Hawk" back to the ship.

The wounded man was later transferred to the destroyer *uss Twining* (DD 540) for an emergency operation, then to the heavy cruiser *uss Rochester* (CA 124) and finally to Japan and back to the States to recuperate. He has since recovered and has been discharged from the Navy with a partial disability. Harrison's wound was only superficial and he was returned to duty.

For their part in the operation, Lieutenant Curtis, Ensign Winnefeld, Damage Controlman Flaherty and Gunner's Mate Pomoroy were awarded the Bronze Star with Combat "V." The others each got a Letter of Commendation.

Thus ended two exploits by the Navy's whaleboat sailors. And there are others. Each serves to illustrate the courage and resourcefulness demanded of the men who are proving that the small boat can still play a useful part in naval warfare.



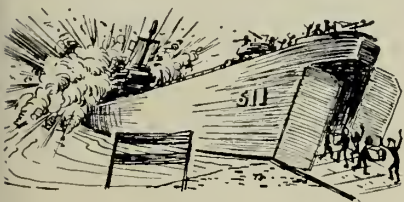
# Life and Adventures of Navy's Copra Queen

IT'S a pretty well known fact that LSTs are just about the most versatile ships in the Navy, but there is one LST that has had perhaps even more varied duty than the rest. This is the story of that ship — *uss LST 611*, better known as the “Copra Queen.”



*LST 611* began her Navy career in the same manner as many other war-time-constructed vessels of the Navy on 15 May 1944, with a green crew that was to play — first — a brief but active role as a fighting unit in World War II. During her infancy the 611 was just like any other LST — it wasn't until the White Beach incident at the Leyte landing that she began to emerge as something a little bit different.

It was there she took a bomb in her main and auxiliary engine rooms. The explosion completely demolished



the engines and ballast system so that she settled on the sands of the beach. Later, she was patched up and raised, but when the pumps were removed she sank again. After being raised the second time, she was towed for salvage to *uss Culebra Island* (ARG 7). The repair ship stripped her of all useful equipment, machinery and supplies for use on other damaged LSTs.

Only a shell of her former self, she was then towed to Manus Island for additional repairs, then to Pearl Harbor and finally to San Pedro, Calif. There she sat out the end of the war getting her face lifted.

Late in the fall of 1945, she was back at work again. She spent several years under ComServPac. As a ship of the Service Force she meandered through the Pacific Trust Territories

(Central Pacific), stopping at such out-of-the-way places as Ailinglapalap, Likiep, and Maloelap. Once in a while she got to visit such better known ports of call as Kwajalein, Bikini and Okinawa.

During this tour of duty she participated in both atom bomb tests at Bikini, and punched holes in her bottom once while beaching. After this the worn and much traveled “puddle jumper” seemed to be headed for the scrap pile. Her generators went dead and she had only one engine that would run.

But instead, the “Queen” went back to Pearl for an overhaul. After getting all polished up she was pressed into the “Copra Service”. At



this time the Navy had the only vessels operating in the Trust Territories other than a few craft belonging to the natives. Although Civil Administration replaced Military Government in these Islands in July 1947, it remained the job of the Navy to help the people of the Trust Territories transport their foodstuffs.

So old 611 was sent in to do the job. Her everyday cargo now consisted of copra (dried meat of the coconut), chickens, ducks, cows, pigs and dried fish.

The “Copra Pennant” a brown



burlap bag, was flown from the jackstaff upon entering port to signify a “clean sweep, a smelly job well done.” Except for a few short months at Pearl Harbor, old 611 was a familiar sight upon the horizons and in the harbors of Mid-Pacific paradises.

Finally she had her moment of glory — the “Queen” was ordered to the Far East — and action in the Korean theater. For several wonder-

ful months she proudly sailed the seas of the Orient blissfully aware of every day she spent away from the coconuts and chickens. This tour of “good duty” reached its climax when she took part in the invasion of Inchon in Korea. Soon after she was returned once more to the familiar “Copra Run.”

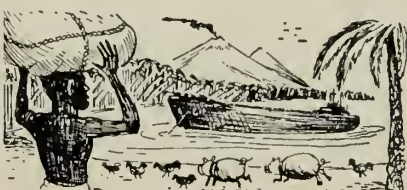
But luck was on her side. In August 1951 she was sent back up to Japan to support the First Marine Air Wing in Kangnung, Korea. During the next two months she shuttled from Japan to Kangnung and carted over 4500 tons of ammunition and bombs for the Marines. Then, after spending almost 18 months in the Central Pacific and in the Far East the “Copra Queen” returned to Pearl Harbor for rest and recuperation for her crew.

After the rest period, she received the nod by ServPac to move on. Fate was against her this time, though, for back to the islands she went. The “Queen” was pressed into fish-hauling service from Chichi Jima in the Bonin Islands to Guam. Since the Bonin-Volcano Islands are administered by the Navy it is the job of a



few ships like the “Copra Queen” to provide such services as fish-hauling, etc., among the islands. So with four portable reefers installed on the after end of her tank deck the “Queen” hauled tuna, wahoo, langusta lobsters, live sea turtles and chickens.

But wherever she goes one thing is certain, whether she is hauling copra and chickens, fish or ammunition, *uss LST 611* has earned the reputation of one of the more versatile ships in the Navy. — Lieutenant O. M. Larson, USNR and J. P. Tomlinson, QM2, USN.





# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MONEY FOR TRAVEL** — The Navy reimburses you for all legitimate travel expense when your dependents are moved as a result of official orders changing your permanent duty station.

But keep in mind that you are not entitled to travel money for your dependents unless your claim meets these basic requirements: you must list bona fide dependents only; they *must not* perform the travel *before* the effective date of your orders; dependents must actually perform the travel *on the dates and from and to the addresses* stated in your claim.

Regulations for filing claims for reimbursement for travel expenses of dependents were revised 1 May 1952 by BuPers-BuSandA joint letter of 11 Mar 1952 (NDB, 31 March 1952). Other provisions for claims are outlined in *Navy Travel Instructions*, paragraphs 8152, 4 and 5, and the member's responsibility for submitting a *correct* claim is outlined in BuPers Circ. Ltr. 162-51 (NDB, 30 September 1951).

The Navy has had to adopt stringent measures to deal with claimants who submit improper vouchers for reimbursement.

Auditors from the General Accounting Office, an agency of Congress, are currently making on-the-spot audits. They go aboard ships and stations to review in detail the ex-

penditure of Government funds. They have discovered a number of erroneous payments have been made on claims for dependents' travel. Cases of misrepresentation and deliberate errors which constitute fraud are a serious crime and are cause for disciplinary action.

**ALL HANDS** frequently carries articles explaining the various rights and benefits of Navy personnel dependents. For additional information on all travel problems see **ALL HANDS**, November, 1951, p. 46-47; December 1952, p. 46-49, and June 1952, p. 48.

• **CAMPAIGN HISTORIES** — Navymen and Marines who were wounded in the campaigns of New Britain or the Central Solomons may receive without charge the recent books prepared by the Historical Branch of Marine Corps Headquarters covering these campaigns.

*The Campaign on New Britain* is a 220-page book that covers the operations of the First Marine Division and the Twelfth Defense Battalion in the Cape Gloucester and Talasea Regions of New Britain in the campaign to isolate Rabaul.

*Marines in the Central Solomons* is a 186-page story of the fight on the New Georgia islands in the summer of 1943. As this was predominantly an Army operation, the book describes only the activities of the

Marine's First Raider Battalion, Fourth and Ninth Defense Battalions and elements of the Tenth and Eleventh Defense Battalions.

Navy and Marine Purple Heart winners of these campaigns may obtain either or both of the books by writing to "Headquarters Marine Corps (Code A03D) Washington 25, D. C."

Anyone else desiring copies of these histories may purchase them from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. *The Campaign on New Britain* is priced at \$3.75 and *Marines in the Central Solomons* sells for \$2.75.

• **BONUS DEADLINE** — World War II veterans from Michigan are warned that 31 May 1953 is the deadline for applying for their state bonus.

To be eligible for the Michigan bonus you must have maintained residence in the state for six months immediately prior to entering the service, served more than 60 days between 16 September 1940 and 30 June 1946, both dates inclusive, and must have an honorable discharge or release, or been in honorable active service.

The amount of bonus you may receive depends upon the type of service you have had. For example, you may receive \$10 per month for domestic service and \$15 per month for foreign service. However, your bonus may not exceed \$500.

Requests for applications should be sent to the Commandant (DCRO), Ninth Naval District, Building I-B, U.S. Naval Training Center, Great Lakes, Ill.

Additional information about the Michigan bonus may be obtained



PASS THIS COPY ALONG—Don't go off the deep end, nine other guys want to read this issue of ALL HANDS.

from the Adjutant General's office, State of Michigan, Bonus and Military Pay Division, Lansing 1, Mich.

Although 21 States and two Territories enacted legislation providing bonuses for World War II veterans many of the deadlines have already passed. In addition to Michigan, those places where applications are still being accepted but no immediate deadlines have been set include; *Massachusetts, Montana, New Hampshire, New York, North Dakota, Vermont, West Virginia and Alaska.* The deadline for the *Indiana* bonus has already expired but state officials are considering plans for possible extension of the deadline date.

Bonus payments and eligibility requirements vary with each State or Territory. Completed applications should be mailed by the applicant himself direct to the agency administering the payment of the State bonus. This address will appear on the application blank obtained from the Commandant of the Naval District where your home is located.

• **COMMISSIONS FOR EMs and WO<sub>s</sub>** — Under a new naval officer procurement program, 48 warrant officers and enlisted men have been selected for Officer Training School. Successful completion of this training will lead to a commission as ensign in the unrestricted line or Supply Corps of the Regular Navy.

The Navymen were selected under the provisions of BuPers Inst. 1120.7 (18 Sept 1952) which outlines the program. Under this program there is a greater opportunity for potential officer candidates from the ranks of commissioned warrant officers, warrant officers and enlisted members of all pay grades to be appointed to the permanent commissioned rank in the Regular Navy (See *ALL HANDS*, December 1952, p. 52).

This program does not replace any part of the Navy's other officer candidate programs such as the Naval Reserve Officer's Training Corps, Officer Candidate Schools and Limited Duty Officers (LDOs). Instead, it opens up a new avenue whereby enlisted personnel of the Regular Navy who possess outstanding qualifications and sincere motivation for a naval career may apply for appointment as ensign in the Regular Navy.

The next deadline for applications is 20 October 1953. Consult your local I and E Officer for details.

• **G. I. BILL** — If you are a Navy veteran planning to apply for schooling under the Korean G.I. Bill after you return to inactive status, you can save yourself a lot of time by taking care of a few things of your own.

Before you apply for training you should get a photostat or certified copy made of both sides of your discharge or separation paper. You will need it to attach to your application.

Then if you are sure of what you want to study, find out whether the school or training establishment of your choice will accept you under the Korean G.I. Bill.

When it comes time to fill out the application form you can save yourself some more time if you know in advance what your training goal will be. You will have to list the program of training that will help you to reach this goal and the name and address of the State-approved school or establishment where you plan to study.

However, if you are not sure what your training goal will be and would like to get some expert assistance in reaching a decision you may receive vocational counseling from the Veterans Administration. If such is the case, you should indicate on your G.I. training application that you want counseling.

You may obtain application forms for G.I. training at any VA office.

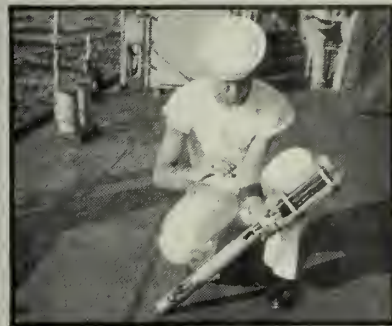
• **FLEET RESERVE** — As a result of the "Armed Forces Reserve Act of 1952" (Public Law 476-82nd Congress), the Fleet Reserve is no longer a part of the Naval Reserve. It is now considered as a complete entity in itself and a component of the Regular Navy.

The new full title is "U.S. Naval Fleet Reserve" and the official abbreviation is "USNFR." Accordingly, all future entries in enlisted and officer records of Fleet Reservists should reflect the change from "U.S. Naval Reserve (USNR)" to the new designation. Other instructions and procedures for transfer to, and administration of, the Fleet Reserve remain the same.

This information is contained in BuPers Inst. 1823.2 of 20 Mar 1953 and became effective as of 1 Jan 1953. A change is being prepared for *BuPers Manual* to conform with the above. The change will remove the regulations for the Fleet Reserve from Part H and incorporate them in a new chapter, Chapter 13 of Part C.

# QUIZ AWEIGH

Let's test your Navy knowledge. You won't win any prizes for being correct, just self-satisfaction in knowing that you're on your toes about what's going on in the Navy today.



1. The sailor above is holding a bothy-thermograph. It is used to (a) take soundings, (b) measure temperatures at different depths of the sea, (c) measure temperatures on the ocean floor.

2. The more commonly used bothy-thermograph can record to depths down to (a) 420 feet, (b) 300 feet, (c) 180 feet.



3. An officer wearing the device of left is a member of the (a) Hospital Corps, (b) Supply Corps, (c) Medical Service Corps.

4. The device of right signifies a member of the (a) Civil Engineer Corps, (b) Supply Corps, (c) Dental Corps.



5. Above is a sailor loading a (a) hedgehog projectile, (b) rocket, (c) fire extinguisher.

6. If you correctly answered No. 5, you will know that the item is used (a) in supporting amphibious assaults, (b) in anti-submarine warfare, (c) putting out fires.

ANSWERS TO QUIZ ON PAGE 53





USS CAPERTON (DD 650) overhauls disabled Norwegian ship, *Bertrand*, which had been drifting for 10 days.

## Away Fire and Rescue Party!

FROM the largest carrier to the smallest landing craft, Navy ships are ready at all times to lend a helping hand to other ships in distress.

Although salvage and rescue operations on the high seas are actually in the province of the hardy ocean-going tugs and salvage vessels, every ship must have the know-how to do its own rescue work in case of emergency. Personnel and equipment set-up for such aid is listed on the Navy ship's Fire and Rescue Bill.

The Fire and Rescue bill provides, as every blue-water sailor knows, for certain trained men. Damage controlmen, sea-wise boatswain's mates, engineers and others — go over the side in a hurry to help a ship or aircraft in distress, to put out a fire either afloat or ashore, or to come to the aid of an installation ashore.

- The men of *uss Caperton* (DD 650), for example, knew what to do when one of the ship's lookouts sighted a tiny sail on the horizon 15 miles off Puerto Rico during exercise Springboard.

Overhauling the sail, which turned

out to be a sailboat with six crewmen of the Norwegian motor ship *Bertrand*, the destroyer learned that the ship had run short of fuel and was drifting helplessly 90 miles off Puerto Rico.

According to the six men in the lifeboat, the ship had run out of fuel and had lost all power after battling strong headwinds and currents for two days.

*Bertrand* had drifted helplessly for a week. Finally the captain decided to put a lifeboat over the side to take some of his men and seek aid. When found by *Caperton*, the lifeboat had been in the water two days and nights.

Aided by U.S. Coast Guard planes, *Caperton* soon located the drifting *Bertrand* and stood by the helpless ship until the Coast Guard cutter *Sagebrush* arrived from San Juan to tow the vessel to port.

- Another recent instance of Navy ships to the rescue happened 105 miles off the coast of Japan. A stubborn blaze broke out on board the merchant freighter *ss President Pierce*

when acetylene tanks in the ship's No. 3 hold exploded.

Fire in a vessel at sea is one of every sailor's worst fears. Unless promptly extinguished or at least controlled, fire can make a hulk of a proud ship in a matter of hours, especially if there is something very inflammable like acetylene gas to feed upon.

This fear occupied the minds of those aboard the *Pierce* — that is, until help arrived in the form of several Navy ships.

Arriving first on the scene, the MSTs transport *usns Barrett* (T-AP 196) succeeded in removing from the stricken ship four injured crewmen and nine passengers, including wives of servicemen enroute to Japan.

Then *Pierce*, still burning below decks, made her way into Tokyo harbor, escorted by the Navy transports *uss George Clymer* (APA 27) and *uss Renville* (APA 227), the submarine rescue vessel *uss Coucal* (ASR 8) and the *usns Susquehanna* (T-AOG 5), where more help awaited.

Chief Boatswain Paul DeRuff,



USN, a veteran Navy firefighter, directed the efforts of four Navy tugs and five other ships as they successfully quenched the fire, which by now had eaten up most of *Pierce's* 7,000-ton military cargo.

The firefighting party from *Clymer*, which fought the conflagration for six hours, was led by Lieutenant (junior grade) Robert L. Owen, USNR, Boatswain Frederick Martin, USN, and Carpenter Parker Gould, USN.

Emergency rescue operations like these are typical of the continuing responsibilities of all vessels at sea, and especially of Navy's rescue vessels. A recent salvage operation in Far Eastern waters involved the salvage ships *uss Grasp* (ARS 24) and *uss Safeguard* (ARS 25). This is how the rescue vessels went to work:

- *LST 176* had broached and was lying on the beach at Sokch'o-ri, Korea, with five holes near or under her waterline. The tank deck, engine and generator rooms were flooded and the hull was severely damaged by heavy seas.

*uss Grasp* was dispatched to the scene to commence salvage operations, but bad weather prevented her crew from starting work immediately. After a few days' wait, *Grasp* began to refloat the stricken LST by pumping her dry, sealing all external hull openings and creating in so far as possible, a watertight steel box.

The rescue ship then pumped compressed air into the LST through a hole in the main deck, thus creating an internal pressure which gave the ship the ability to float with an "air bubble" despite its extensive damage.

Foul weather dampened *Grasp's* salvage efforts when a storm carried away or damaged most salvage gear. *Grasp* was forced to return to port and *uss Safeguard* then took over rescue operations of the LST.

The first job *Safeguard's* crew had to perform was to pump the LST free of water, after it had again flooded its compartments during the storm. Once this was accomplished, compressed air was pumped in for a second time.

Five crew members of *Safeguard* and six members of the original crew of the damaged vessel volunteered to remain aboard and *LST 176* was successfully towed to Sasebo, Japan.

- Another salvage operation performed by *Safeguard*, along with the fleet tug *Takelma* (ATF 113), ocean tug ATA 240 and the Army LT

(light tug) 535, took place on the east coast of Korea.

The merchant ship *Park Benjamin* was unloading cargo when high winds and heavy seas drove her on the beach and fouled the anchor windlass. The answer to her SOS soon came, first with the arrival of *Takelma*, followed by the others. The three hard-working tugs were able to tow the merchant ship so that her bow pointed seaward. But the tugs couldn't break the grip of the sand and mud. *Safeguard* then moved in, dropped anchors and passed her tow cable to the grounded ship. As the tugs began towing, *Safeguard* hauled in on her anchor winches. The strangle hold of the mud was broken and the *Park Benjamin* was refloated.

- A unique salvage effort by a Navy ship in recent months was made by the fleet tug *uss Tawasa* (ATF 92), operating out of Japan. This is *Tawasa's* story:

Tied up at her usual berth in a

Japanese port, the tug received an urgent message that the typhoon-battered 10,000-ton Swedish merchant tanker *ss Avanti* — or what was left of it — needed assistance. *Avanti's* position was reported as some 260 miles northeast of Okinawa.

After three days of searching (without the aid of radar) *Tawasa* finally located the floating stern section of the battered ship some 50 miles from the reported position.

Working by searchlight during the night, the fleet tug crew members put a two-man advance salvage party aboard the hulk. The two men, Arthur Jones, BM1, and Clarence Nessel, SN, found the stern section abandoned.

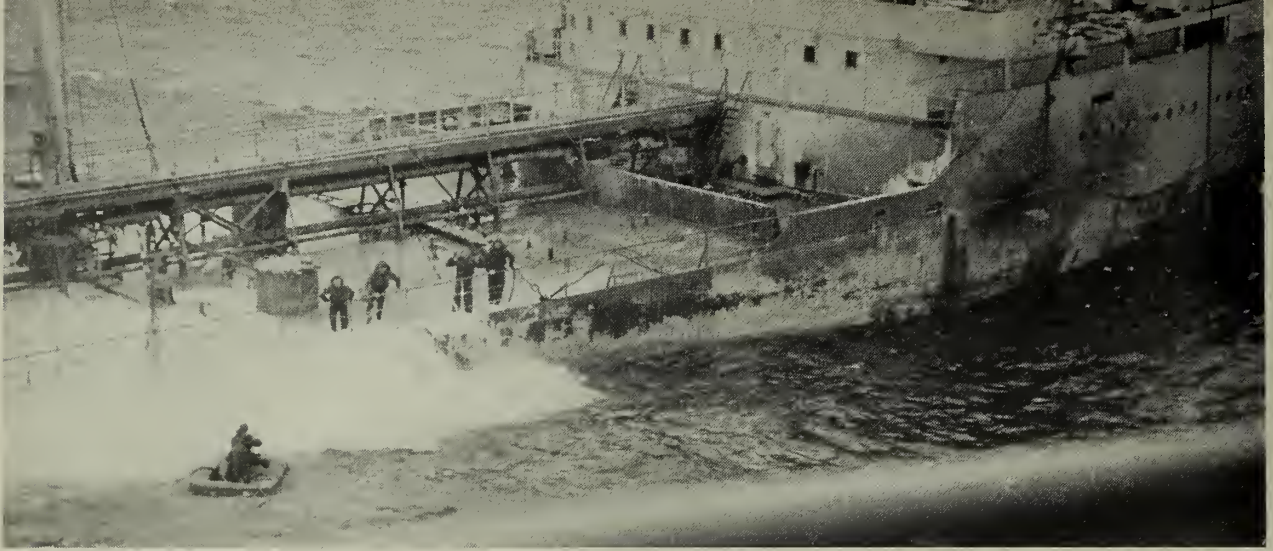
Early in the morning the towing job was started. Taking a long, slow swing, the 1200-ton tug straightened out its tow and set a northerly course.

A second salvage party of five men then went aboard the after section of the tanker for further inspection and

**CREW MEMBERS** from *Bertrand* are picked up by destroyer *Caperton*. They had spent two days in their lifeboat before *Caperton's* lookout sighted them.







TYPHOON BATTERED Swedish vessel *Avanti* got aid from USS *Tawasa* (ATF 92) when she was stricken in Pacific.

repairs. This group found a Swedish-American dictionary which they put to good use. Now able to interpret the valve markings and name plates, they closed all the sea valves and serviced the generator. In addition, they closed the hatches and plugged leaks around the propeller shaft. The free-swinging rudder was secured amidships with a block and tackle.

Next day a third repair party went aboard and "buttoned up" the hulk as much as possible for a threatening blow. The storm was not long in coming. High seas and winds up to 45 knots set the tug and her tow 80 miles off course to the eastward. In two blustery days, *Tawasa* had made but 60 miles on her original track to port.

When the generator operating the bilge pumps in the floating stern of *Avanti* began to give out, two-man shifts were put aboard the tow. Because of heavy seas, *Tawasa* was unable to make the usual "tug transfer" of men from alongside. Instead, a system of lines and blocks was rigged up, whereby raft-borne men would ride across the open sea. With one line secured to the tug and another to the hulk, the men in the raft hauled in on the hulk line to keep it taut as slack was paid out on the line from the tug.

Later, as the storm lessened, *Tawasa* was able to swing alongside the hulk and make itself fast with a grappling hook and mooring lines. Repairs were made to *Avanti's* gener-

ator with the use of some spare parts.

After six days of a touch-and-go battle, heavy seas again threatened to take down the hulk, filling the bilges at an increasing rate. A large salvage pump, quickly transported from *Tawasa*, was put to use. A couple of days later, *Tawasa* and tow finally put into harbor at Kobe, Japan, delivering the hulk to an agent of *Avanti's* owners.

Salvage operations such as these test the seamanship of the U.S. blue-jacket and prove, if any proof is needed, that the Fire and Rescue Bill you see your name on is considerably more than just another piece of paper. To the human beings involved, it can mean either life or death. — Rudy Garcia, JO1, USN.



FOUR NAVY TUGS and five other ships helped blazing merchant freighter, SS *President Pierce*, reach Tokyo harbor.





# Power for Peace

**"POWER FOR PEACE"** is the slogan of the fourth annual Armed Forces Day, scheduled for May 16.

Civic, veteran, educational, religious and other organizations will join with the armed forces in the nationwide program which is designed to acquaint the public with the relationship between the services and other elements of American life.

As in previous years, Army, Navy, Marine Corps, Air Force and Coast Guard installations will hold "open house" and stage demonstrations using both personnel and equipment to show how military and naval teamwork operates.

Parades, exhibits and demonstration will serve to maintain the observance on a community level. Overseas ceremonies are planned at U. S. installations.

Here are some typical scenes, showing the branches of the Armed Forces in action:

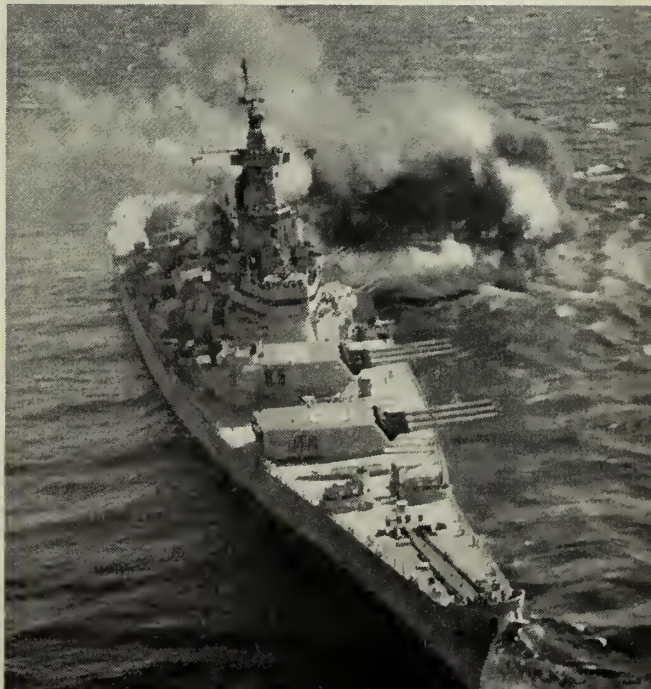
*Upper left:* Marines land and deploy their forces.

*Upper right:* Army 4.2 mortar crew fires on communist positions during fighting on the Korean front.

*Right center:* Coast Guardsmen haul in 'survivors' of plane 'forced down' at sea.

*Lower Right:* Navy battlewagon, USS Iowa (BB 61), pounds communist coastal defenses during amphibious exercises off Kojo.

*Lower left:* Air Force B-29 Superfortresses unleash bombs on strategic bombing mission over North Korea.





# Sealed in a Submarine for Sixty Days

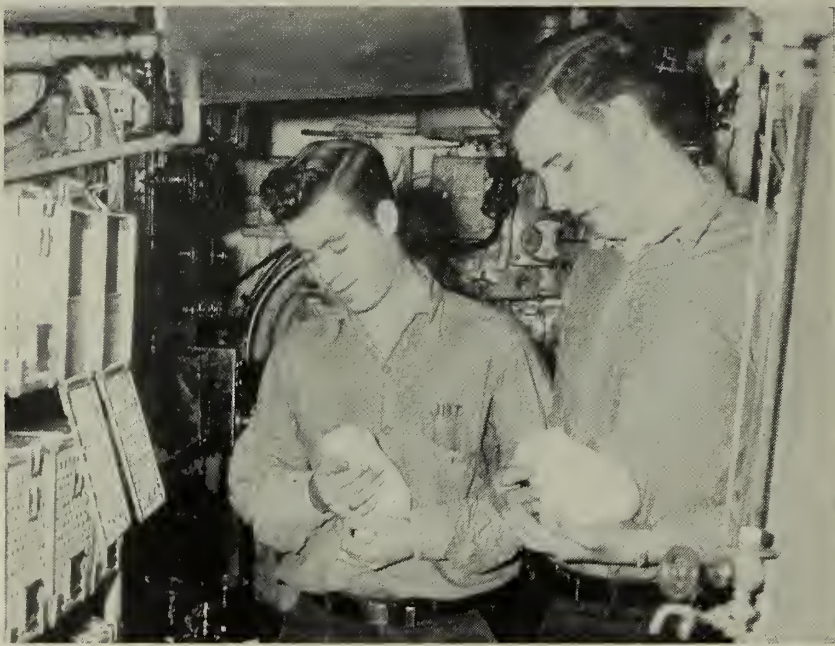
**S**EALLED inside a submarine for two months, 23 volunteers took part in a unique experiment on behalf of Navy submarine personnel.

The experiment, nicknamed "Operation Hideout," was designed to answer a number of questions on submarine life for Navy medical researchers. For example:

- How much carbon dioxide in the air can a man stand?
- What foods are best for men confined for long periods under the sea?
- What environmental factors affect submariners' work?
- What are some of the psychological factors involved?
- What recreational activities are best for submarine men?

The 23 atomic-age-pioneers — one officer and 22 enlisted men — were selected from among 200 volunteers at the Naval Submarine Base, New London, Conn.

After numerous psychological and physical tests, the volunteers were chosen and "sealed" inside the decommissioned submarine, *Haddock*. Although the sub remained on the surface throughout the test, submerged conditions inside *Haddock* were simulated by sealing the escape hatch and by regulating its atmosphere by (1) the addition of oxygen from cylinders located on an auxiliary barge moored alongside and (2) the



**VOLUNTEER CREWMEN** look over two guinea pig 'shipmates.' These animals, along with 50 white rats, were kept on board sub as an additional safeguard.

removal of carbon dioxide by means of a scrubbing machine located within the submarine. The desired percentages of these vital atmospheric gases were accurately controlled by electronic devices.

Study of the volunteers was divided into three categories:

- Bodily effects (physiological) — to determine how the men's bodies reacted to prevailing conditions. Changes in respiration, brain functions, blood pressure, and the like, were carefully recorded.

- Performance — to determine effect conditions have on how men performed their tasks. Studies included tests of special senses such as vision, night vision, hearing. Complex manual tests — such as hand-steadiness tests, tapping tests, and tests of complex mental ability — were administered regularly.

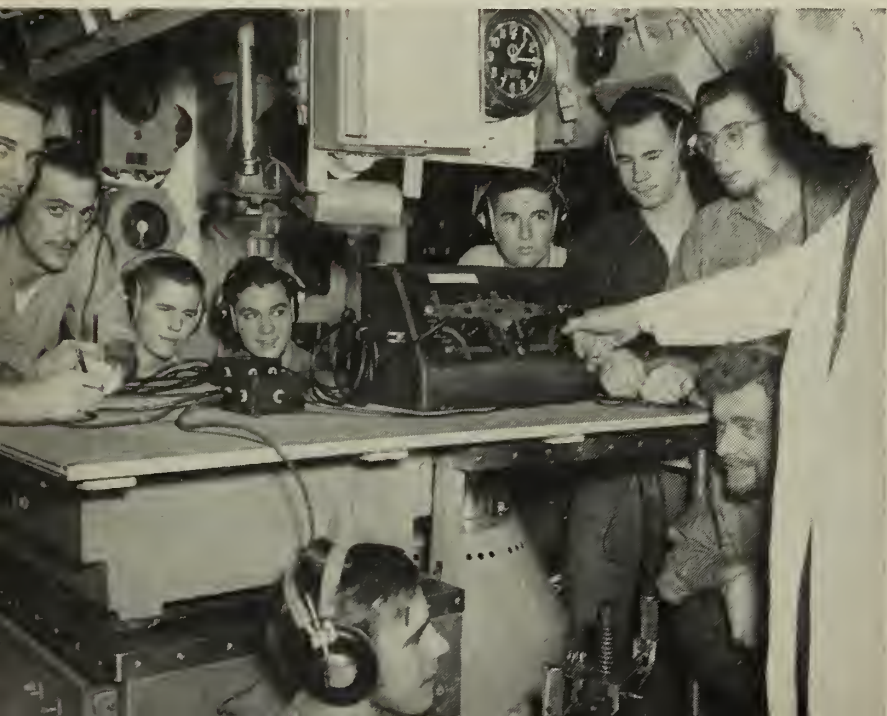
- Psychological — to determine the effect the conditions have on the minds and emotions of the volunteers. Observations were made of their moods, how they were getting along as a group, and of the likes and dislikes they formed.

The volunteers were promised no special favors, no extra leave nor special commendation as a result of their participation. They were told they could drop out of the experiment at any time. None did.

Here's how the men passed their time while "buried alive":

At 0630, half the crew would have breakfast while the other half remained in bed — until tests were made of their respiration, blood, pulse

**INSIDE** the sealed submarine, crewmen assemble to receive hearing tests — just one of battery of technical examinations given the volunteers every day.







LETTER-WRITING and 'koffee klatches' fill off-duty hours (left). Volunteer undergoes 'hand-steadiness' test.

and blood pressure to note any changes that might have occurred during the night. The entire crew then underwent a series of performance tests.

Around 1130, the physiological examiners would go ashore while the crew knocked off for lunch. At 1400 the psychological tests would begin, continuing until about 1630. Then it was time to wash up for evening mess. The rest of the day—except for security watches—the crew had to themselves.

Each night, however, a couple of sailors wore special head gear consisting of electro-encephalograph equipment (to study brainwaves while they slept. Their heads were rigged up in a bonnet more complicated than a beauty-parlor hair-dryer.

Naturally, recreational facilities are limited in the close confines of a sub. No fielding football teams here. Thus exercise was limited chiefly to calisthenics, which served a double purpose—providing physical exercise while serving in conjunction with tests to record pulse and respiration.

Letter writing, reading, watching

television or movies and listening to the radio proved popular pastimes. Some sailors played card and other games.

The men were given excellent food while on board the sub. During the last few weeks of the experiment, they developed an unusual—and unexplained craving for cottage cheese. To satisfy their appetites, as much as 30 pounds of cheese was provided in one week.

Chief purpose of the test was to determine the exact percentage of carbon dioxide in the air men can stand for long periods of time.

Navy medical men now have the answer—but they're not telling, for reasons of national security.

While the men were getting doses of carbon dioxide, white rats and guinea pigs were kept aboard as an additional safeguard, to determine any adverse condition which might be developing on board.

"Operation Hideout" also proved that man is adaptable to almost any living conditions inside a future submarine. Sailors can live like moles, if they have to, without benefit of

sunlight; sleep in electrical headgear; undergo a hundred mental and physical exams every day; and still retain a philosophical feeling for science as well as their sense of humor.

Haddock's special crew was a varied one. Two men were Korean veterans. One had served a hitch in the Air Force and has seen wartime service with the Merchant Marine before enlisting in the Navy. Only two were qualified submarine men—most of the volunteers were submarine school graduates, awaiting first assignments to sea duty. A few were surface sailors. The officer volunteer is a Navy doctor.

A gray sky and cold rain greeted the crewmen as they climbed out of the submarine's after battery hatch, tired and happy to have the trial over. Most were glad they'd taken part in the experiment but few expressed a desire to "do it over again."

After 10 days' rest, the volunteers were scheduled to undergo extensive tests to insure that their exposure to carbon dioxide has not harmed them. Then they will resume their normal duty assignments, ashore and afloat.

'RISE AND SHINE' grin brightens face of 'Hideout' volunteer, awaiting his turn to go through the test mill.





# Are You Making the Most Out of Liberty?

**A**RE you getting the most out of your liberties in foreign ports? Maybe you are. Maybe you're enjoying some interesting and satisfying experiences that will last a lifetime — experiences that you'll be remembering for years to come.

But maybe you sometimes find yourself at a social dead-end in a faraway port, not getting and further than the main drag, not meeting people, nor doing much besides catching a cooling beverage and looking in shop windows. If so, read on — this is for you.

**LIBERTY CALL**—This quartet of sailors shown leaving *USS Salem* (CA 139) looks forward to good liberty on weekend tour of Kingston, Jamaica.

One helpful hint on how to get the most out of liberty is to find out a little about the place you're going to before your ship actually arrives. As soon as you know where your ship is going, you can start reading about the history and background of the country in books that are usually available in your ship's library. Your ship's newspaper may run a feature story about the next port of call and give some interesting dope. Once you get there, the ship's plan of the day should have something to say about liberty — boat schedules, port

regulations, scheduled sightseeing tours, native customs and currency exchange.

Let's take a look at the "liberty menu" for the average foreign port of call.

• **See the sights** — Naturally, this is the first project you think of when visiting a foreign country for the first time. For example, say your ship is on duty with the Sixth Fleet in the Mediterranean Sea. In this wide area there are many liberty landings ranging from Gibraltar to the Biblical lands. You can get a tourist's-eye view of "the glory that was Greece and the grandeur that was Rome," visiting historical places you might otherwise never see. There's Spain, France, Italy, Sicily, Turkey, Lebanon, Algeria, Libya, Trieste Morocco and many others. All beckon to the sailor with Med duty.

• **Shutterbug's paradise** — If you are a camera enthusiast, rare opportunities are offered to make a permanent record of your liberty visits. Some ships organize "camera parties" so that members can swap prints. Others hold photo contests for best shots. You'll be surprised how your unusual color-shots and black-and-whites can thrill the folks back home. Movies, of course, are swell too if you can afford it.

• **Athletics** — If your ship's stay is long enough, there will be time, too, for sports. If there is a U.S. Naval activity at the port, the men there may challenge your ship to a game almost before you drop your hook. Or, your ship can arrange games with other ships or an exhibition game with a local team.

Athletics on the beach are by no means limited to the national games of baseball and basketball, though, for example, there's soccer or the local sport of "tossing the caber" if you're in Ireland or Scotland. "Caber" is a Gaelic game that tests a man's strength in tossing a long pole. If your ship is, say, in Formosa, you might do as one ship recently did with a pick-up team of boxers. They fought units of the Chinese Nationalist armed forces.

• **Souvenir hunting and shopping** — What sailor doesn't seek out some unusual gifts to send back home to mother or dad, the wife or sweetheart? From Capri to Gibraltar, Lon-





don to Rome, Pearl Harbor to Tokyo, in sidewalk shops and bazaars, in old established stores with "knee-deep" carpeting and in tiny "hole-in-the-walls, you'll be offered an array of souvenirs.

For example, along Tokyo's main drag, the "Ginza," open stalls offer an endless selection — robes, obis, jackets, pajamas, all gaily embroidered in gold, silver and bright colors, cameras, fishing tackle, toys and art work and other unique Japanese handicraft items.

On the opposite side of the globe if you're on liberty in, say, Marseilles, France, you can remember the girl friend with some of the exotic perfume for which Southern France is renowned. Or, if you're in Bizerte, Tunisia, you might want to give top priority to driving a bargain for hand-woven tapestry carpets or cashmere shawls.

How much to buy, what you cannot buy and how to get your souvenirs home, depend on U.S. custom regulations — and your wallet. The ship's plan of the day will keep you posted on the custom regs.

- **Go to church** — The port you're visiting or a nearby city may be the location of one of the great cathedral wonders of the world, for example, St. Mark's in Venice, St. Paul's in Rome, Westminster Abbey in London, the great cathedral group in Pisa. Get into a "church party" — they're often organized by the chaplain. Here again your ship's plan of the day will help by giving boat schedules for church parties.

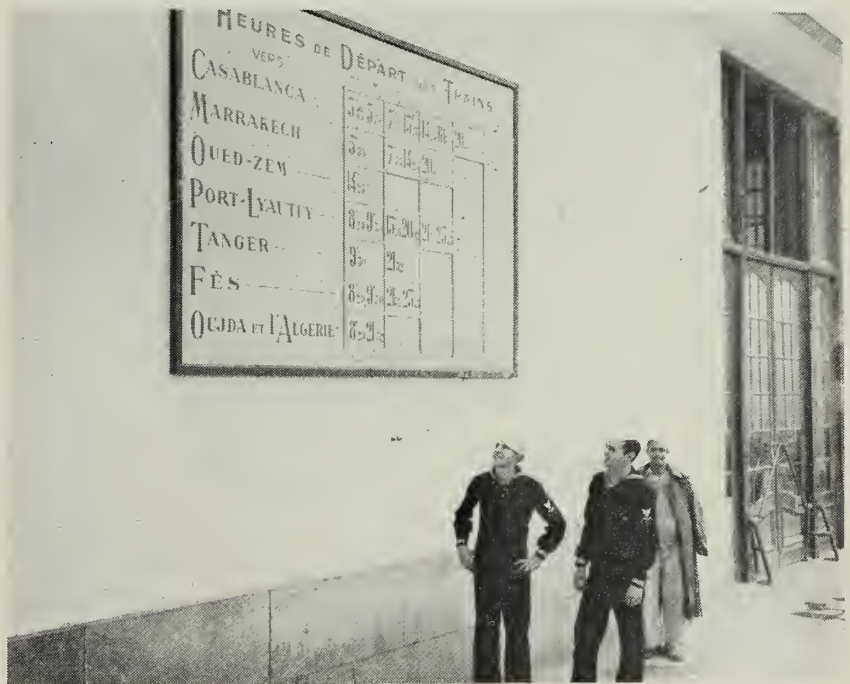
- **Meet the people** — People of foreign lands are interesting. If you don't think so, try getting to know them. See them in their daily life, learn something of their customs and manners, pick up some of the language. Making friends with them may lead to further introduction to life abroad — invitations to parties, sports, dances and conducted sight-seeing trips.

You will find that each foreign port offers a rich new experience in meeting people and will add to your travel education and knowledge of how other people live, work and play.

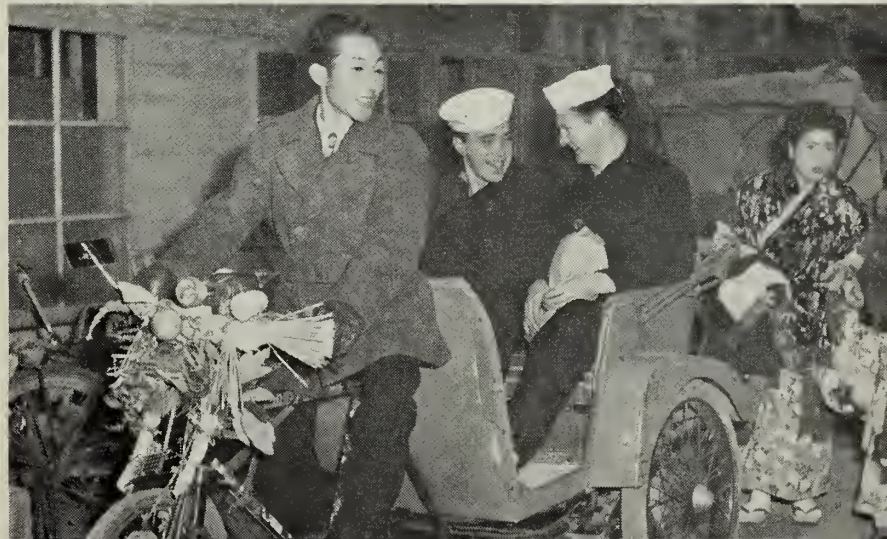
- **Movies and theaters** — If you have any trouble understanding the language of the country, one quick way to pick it up is to attend the local theaters and movies. Almost every port offers some form of theatrical entertainment — opera, ballet,



LAUGHING BUDDHA attracts group of sailors visiting Hong Kong. Below: Two white hats study timetable at railroad station in North Africa.



TRANSPORTATION poses no problem for these crewmen from USS *English* (DD 696) as they start out on a sightseeing tour of Sasebo, Japan.







PRETTY 'guide' shows sailors from USS *Currituck* (AV 7) El Morro Castle, P.R. (left). Beach party was fun in Jamaica.

drama or carnival. Very often you can see American movies with foreign subtitles or dubbed-in dialogue. Most countries produce their own movies and turn out many fine productions.

- **Native foods** — If you want a new experience in food, try the menus of the local restaurants or cafes. The local U.S. naval activity or shore patrol will steer you to the eateries most often patronized by Americans. Be sure before you eat, however, that the place you choose is sanitary.

- **Visit foreign ships** — Another travel tip: Why not go on board one of the warships of the country you're visiting? You and a couple of your shipmates might enjoy such a busman's holiday. Sailors of other navies

are interested in what you do too. And, believe it or not, you'll find you can learn a lot from allied navymen. For example, take a bearing on the marlinspike seamanship of the British, the verve and dash of a Colombian or other South American man-of-war, the similarity between your ship and a Canadian vessel, the courtesy and devotion to duty apparent on a Korean ship, and so on.

- **Learn the money system** — Every foreign country you visit has its own currency system and a rate of exchange for the American dollar. Before you hit the beach you'll be wise to get the low-down on the money system you'll face. Your ship's disbursing officer has that information

and may issue a bulletin to guide you in understanding purchase values. He may also arrange to exchange your dollars for the local currency. A lack of understanding of money values can put you on the short-end of a souvenir "bargain."

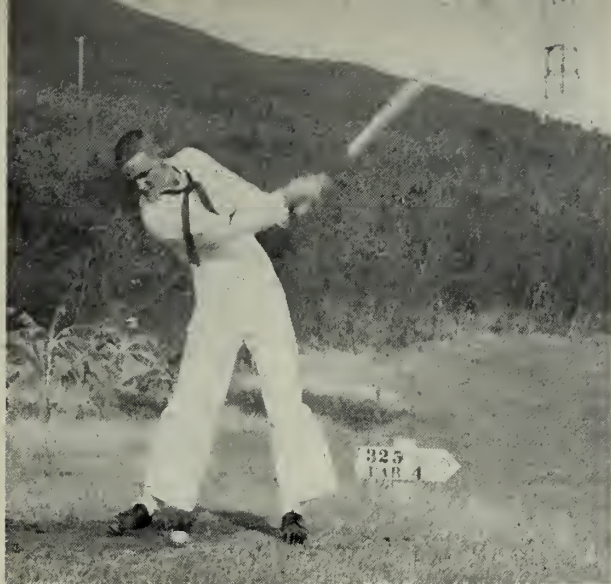
A well-thought-out liberty will bring pleasant memories. The pictures you take, the people you see and the friends you make will never be forgotten.

Every time your ship hits a new port remember that you're getting an opportunity to enjoy two things that a lot of people pay hundreds of dollars for — a *vacation* and an *education* — without any extra cost to you. — Harvey H. Mitchell JO1, USN.

RIO DE JANEIRO gets once over from Sugar Loaf Mountain (left). Sailors visit temple on Acropolis, Athens.







Work + Ingenuity =

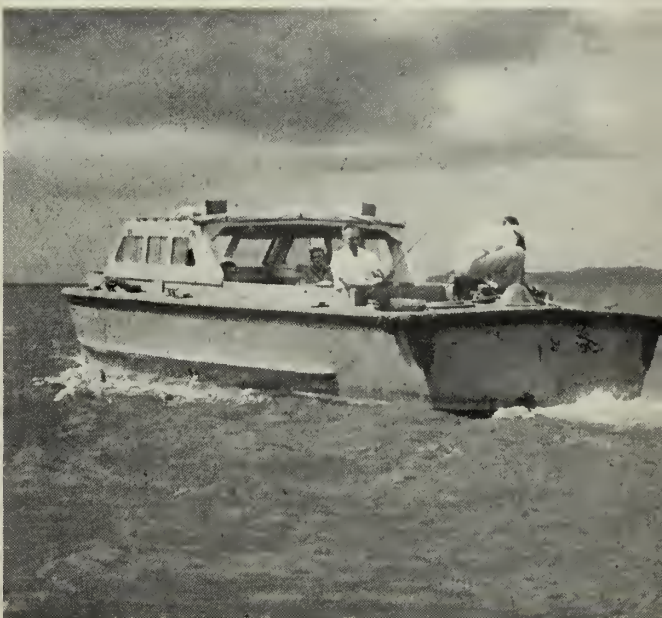
## A Sample of Good Liberty

**A** LITTLE ingenuity and lots of hard work enabled Navymen on 'Operation Springboard' to have a well-rounded recreation program in the Caribbean area.

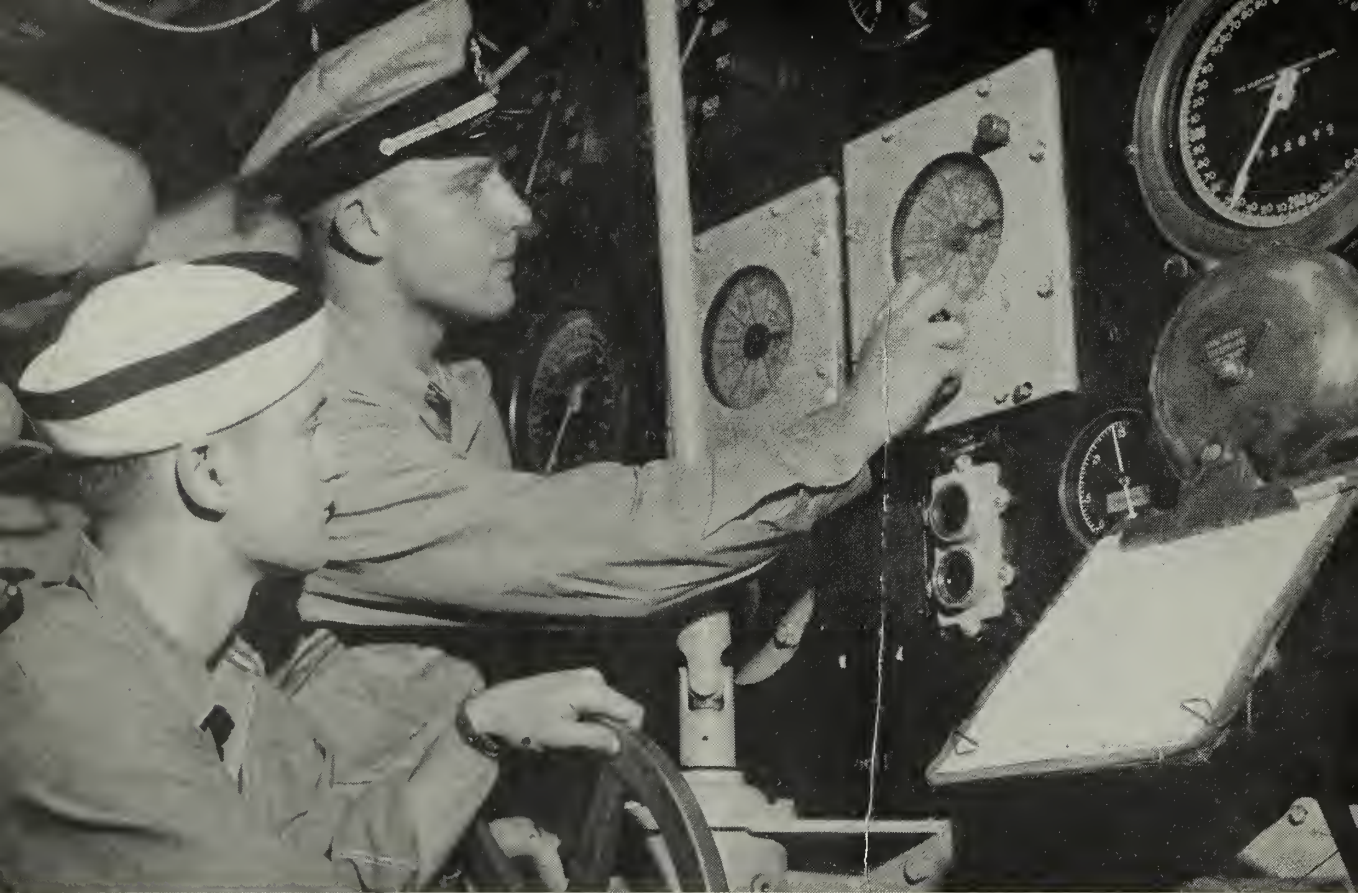
When USS Orion (AS 18) arrived in the Virgin Islands to set up an advance base for operations there, arrangements were made to take over — temporarily — unused facilities which were leased to the Islands as surplus war property in 1947.

Applying paint, polish, ax and shovel, the men soon had tennis courts, skeet and archery range, softball, an officers' and an EM club, and other off-duty recreation activities.

*Upper left:* It's a near miss as sailor swings at ball on nine-hole course. *Upper right:* Two Navymen have a big time with a small catch in Caribbean waters. *Right center:* Beach provided lots of relaxation and good swimming. *Lower right:* LCPL, furnished by Orion, was used for deepsea fishing jaunts. *Lower left:* Conga line attracts sailors at special EM dance.







TWO NROTC MIDSHIPMEN learn workings of engine room while on cruise on board USS *Charles E. Brannon* (DE 446).

## NROTC: A Navy Career Opportunity

**M**ORE than a quarter of a century ago the Navy set up a program known as the NROTC. The original purpose of this Naval Reserve Officer Training Corps was to supplement other sources of officer training in the Navy, and to provide a force of qualified personnel ready for service should a national emergency suddenly require an expansion of our forces afloat.

The important part played by NROTC officers in the Navy during World War II showed how valuable were the dividends of this training program started in 1926. In a short time the small nucleus of officers in the Regular Navy establishment had to be greatly increased, until at the peak of WWII it had expanded nearly one-hundred fold.

After World War II ended, in 1946, the mission of the NROTC program was greatly expanded, to include the training of prospective career officers for the Regular Navy as well as for the Naval Reserve. This latter program providing a vigorous

NROTC policy comes under the blueprint educational plan popularly known as the Holloway Plan, named for the head of the board recommending the plan, who is currently the Chief of Naval Personnel.

NROTC offers opportunities for eligible enlisted personnel on active duty, as well as inactive Reservists and civilian students planning on a college career, to further their education at one of the many top grade colleges or universities and combine it with a career in the Navy.

What role is the NROTC playing today? What does this program offer to the Navy and what does the Navy offer to the men who enter the service under the NROTC program? Here are some of the answers.

NROTC training is now being carried out in 52 educational institutions all over the country — east, west, north and south. The young men who enter these colleges represent a wide cross-section of American life, and from these are selected the candidates for the NROTC program, who

qualify by taking aptitude tests and meeting physical requirements. In addition, the ten per cent of active duty enlisted Navymen who are selected each year for the NROTC program (after a short refresher course at NTC Bainbridge) serve to broaden even further the field of officer candidates.

About 2,000 men are selected each year for the Navy-subsidized education, receiving retainer pay of \$50 a month during their four years of college, with their tuition, book and uniforms paid for as well.

NROTC today plays an important role in building up the officer strength of the Regular Navy as well as the Naval Reserve.

At the present time NROTC is — contrary to common belief — a major source of Regular Navy junior officers, augmenting the output of the Naval Academy.

As a potential Regular career officer, the newly commissioned ensign who goes aboard ship fresh from his NROTC training is scrutinized with



interest by both his fellow crew members and superiors alike. This careful scrutiny by juniors and seniors is important to the new officer taking his place in the fleet. First of all, it acts as a stimulant to his performance.

Every Navyman, remembering his own first days aboard ship, judges the new arrival with tolerance. But the junior officer realizes he is expected to learn quickly — otherwise he wouldn't be where he is now — blending his school training with the actual situations confronting him at sea.

Not only do ship's officers and crew have an interest in the development of the junior officers. His record is followed with interest also by the Bureau of Naval Personnel. There's a very good reason for this — he may be one of the number of highly qualified men accepted for a career in the Regular Navy.

This opportunity for consideration as a Regular career officer is part of the three-fold program of the NROTC. This is how it works:

- Through the annual input into the fleet of NROTC graduates of varied educational background in top-notch colleges and universities, the Navy's continuing need for a large number of junior officers on active duty is partially met. These men supplement the officers coming out of the Naval Academy, the Officer Candidate School (OCS) and the Reserve Officers Corps (ROC), and the commissioning of outstanding enlisted personnel.

- After a period of active service

with the fleet following completion of college training (two years' active duty for contract students and three years' duty for Regular NROTC graduates) a large number of these officers return to civilian life and duty with the Ready Reserves. This is a second task of the NROTC program, to help build a revitalized Reserve organization, providing a steady flow of young officers with education, training and a valuable background of active service in the Fleet.

- The third and vital task of the NROTC program is to supplement the input of a strong professional corps derived from the Naval Academy. The senior officers of the fleet have followed with great interest over the past 27 years the excellent record of the NROTC graduates who have chosen and were selected for the Regular Navy.

Oldtime graduates of the NROTC are now serving in many different fields, as senior commanders, administrators and policy makers, completely integrated with the USNA graduates.

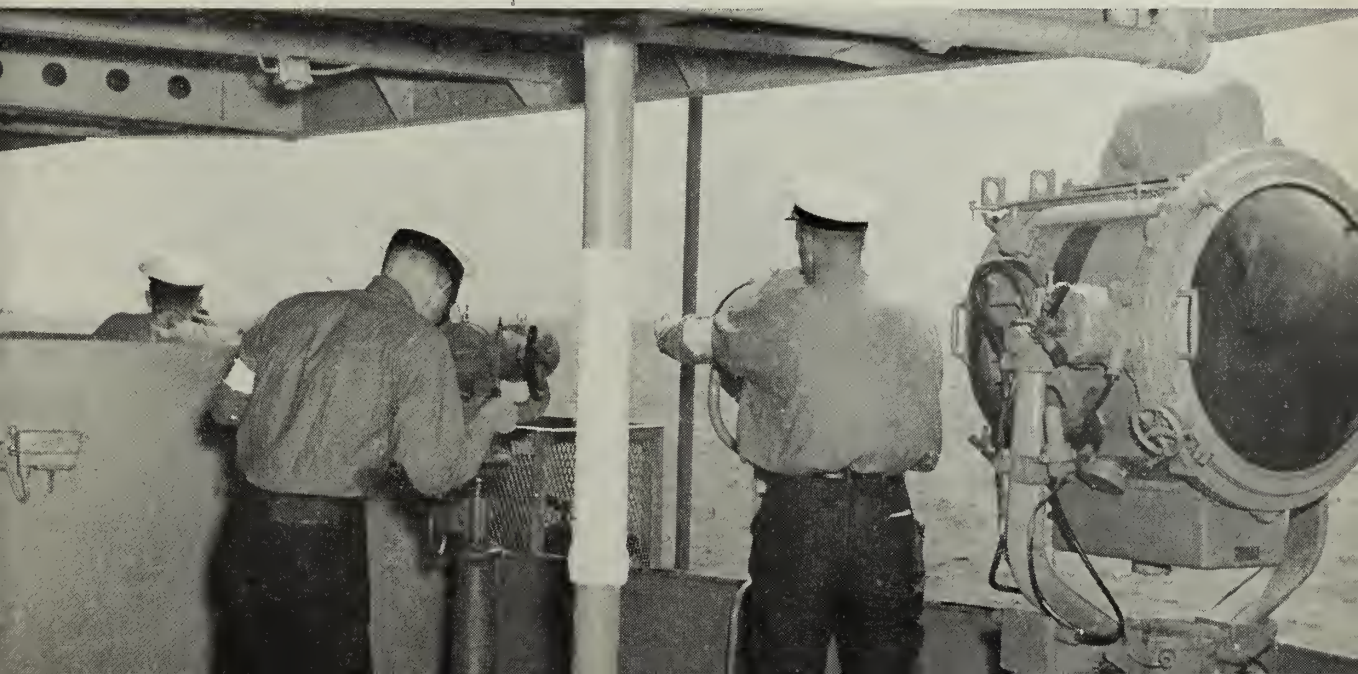
The NROTC graduate selected for retention in the Regular Navy will have equal career opportunities with other Regular Navy officers. Assignments and normal rotation of duties, short courses of instruction and post-graduate courses of instruction, submarine and flight training, staff and specialist designation — all are available to the career officer irrespective of the source from which he was commissioned.

Now more than ever before, a wide selection of professional fields is open to the young officer applying and selected for a career in the Regular Navy. As his career develops, he may follow the original course of study of his undergraduate days, or he may branch out into new fields. Here are a few rotated shore assignments pointing up the diversity of the positions in addition to sea-going assignments filled by naval officers today: aeronautical engineering, electronics research, nuclear propulsion, business administration, industrial management, education positions, public relations, foreign military missions, legislation and congressional liaison, personnel administration.

This is the NROTC today, after more than a quarter of a century of training naval officers. It has played a big part in building up the personnel strength of the Naval Reserve, and the Regular Navy, and in offering an education-plus-career to above-average enlisted personnel and civilians.

Information on the current training of enlisted Navymen and Marines competing for naval scholarships under the NROTC program, is covered elsewhere in this issue. Last year's program was covered in a BuPers-Mar-Corps Joint Ltr (NDB, 30 June 1952). The current directive outlining the procedure whereby NROTC graduate officers may apply for retention is BuPers Inst. 1611.1 of 31 July 1952, and for contract graduates the directive is BuPers Inst. 1120-12A of 13 Feb 1953.

MIDSHIPMAN at left takes sight on pelorus while other middies check binoculars and signal light on board BB.





Brief news items about other branches of the armed services.

★ ★ ★

COMPARATIVE GRADES of all enlisted personnel of the three major armed forces are listed here for Navy men who may not have noticed a couple of recent changes in the Army and Air Force.

Pay Grades E-1 and E-2 in the Army, now both listed as "Private," formerly were called "Recruit" and "Private" respectively. Pay Grades E-1, E-2, E-3 and E-4 in the Air Force, formerly called "Private," "Private First Class," "Corporal" and "Sergeant" respectively, are now renamed as shown below.

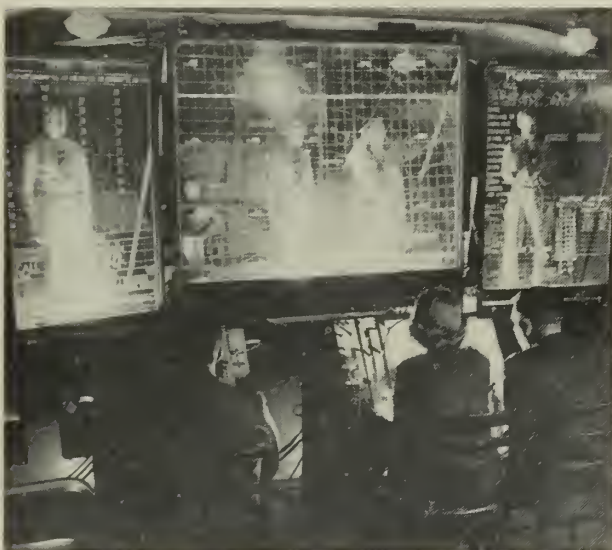
Here is the run-down on current pay grade designations:

Pay Grade	Army	Navy	Air Force
E-1	Private	Seaman Recruit	Basic Airman
E-2	Private	Seaman Apprentice	Airman third class
E-3	Private first class	Seaman (or Fireman, Airman, Stewardsman, Hospitalman, Dentalman)	Airman second class
E-4	Corporal	Petty officer third class	Airman first class
E-5	Sergeant	Petty officer second class	Staff sergeant
E-6	Sergeant first class	Petty officer first class	Technical sergeant
E-7	First Sergeant or Master Sergeant	Chief petty officer	Master sergeant

★ ★ ★

A MOUNTAIN AND COLD WEATHER COURSE has been set up by the Army at Camp Carson, Colo., to train instructors, both enlisted men and officers (to the grade of captain), for overseas commands.

The seven-week course stresses mountain or cold weather training and applicable elementary tactical principles, depending upon the season of the year. Subjects taught include instructor training, leadership, mountain climbing techniques, use of skis and snow-shoes, evacuation of casualties over snow and difficult terrain, loading and handling pack animals, use of arctic tents and stoves, improvised shelters, and small unit supply using helicopters, light aircraft and oversnow vehicles.



USAF personnel learn to plot 'enemy' plane positions, direct 'friendly' aircraft at Aircraft Controller School.



'THERMO-DRY' boot is weighed after water immersion during tests of Army equipment at Mt. Washington, N.H.

A NEW FIELD UNIFORM is being tested by the U.S. Air Force in the Far East which may some day replace the present fatigue uniform.

More than 5000 of the new uniforms have been issued to airmen in the Far East and are being tested in Korea for suitability under various weather and working conditions.

The new uniform is light green in color and is composed of five pieces—shirt, trousers, jacket and summer and winter hats. The uniform can be worn over the regular uniform in winter, or by itself in the summer.

Airmen who have been issued the new uniform are answering questionnaires which will help the Air Force and manufacturer to determine what adjustments or changes should be made.

One improvement that has already been suggested is a detachable lining in the jacket. The present lining material must be dry-cleaned and a removable lining would permit men in the field to wash the outer shell without damaging the lining.

The new uniform features pleated trousers, more pocket space and a "tuck-a-way" hood which folds into the jacket collar when not in use.

If accepted by the Air Force the new outfit would probably become standard issue when the supply of the old-style uniform runs out.

★ ★ ★

AN AMBULANCE JEEP, to be used for moving wounded servicemen from the battle field, has been developed by the Army Ordnance Corps.

The new front line ambulance, also known as the "cross-country ambulance," will be used on rough terrain and is designed to improve on the present evacuation of wounded men by the regular jeep.

The wheel base of the new ambulance has been in-



creased from the normal 81 inches to 100 inches. This gives the vehicle a longer body, improves the riding qualities and provides ample space for litters. The entire vehicle is enclosed and has a forced air heater providing complete weather protection.

The ample room provided in this new ambulance allows the medical attendant who accompanies the patients to move about and administer any medical care that may be needed en route. The ambulance jeep can accommodate three litter patients, or two litter patients and as many as four ambulatory patients. However, the ideal load is two litter patients and one or two ambulatory cases.

Another advantage of the new ambulance is that there will be no noticeable maintenance problems since the parts used in its manufacture are 96 per cent interchangeable with other standard jeeps used by the military.

★ ★ ★

AN AGENCY HAS BEEN set up to coordinate the military use of land transportation and related facilities during declared emergencies. Known as the Joint Land Transportation Agency, it operates with the Army as executive agent. Three Army, Navy and Air Force officers plus a civilian and military planning organization from the JLTA which is headed by an Army colonel.

The agency's functions are subject to the priorities and policies set up by the Joint Military Transportation Committee, the Munitions Board and the Military Traffic Service. The JLTA is charged with planning and coordinating the employment of common-use military land transportation, the military use of commercial land transportation and the movement of military traffic over land both to and through aerial ports and seaports. The agency also develops plans to avoid congestion of highways, railroads, pipe lines, terminals and inland channels and other waterways during national transportation emergencies.

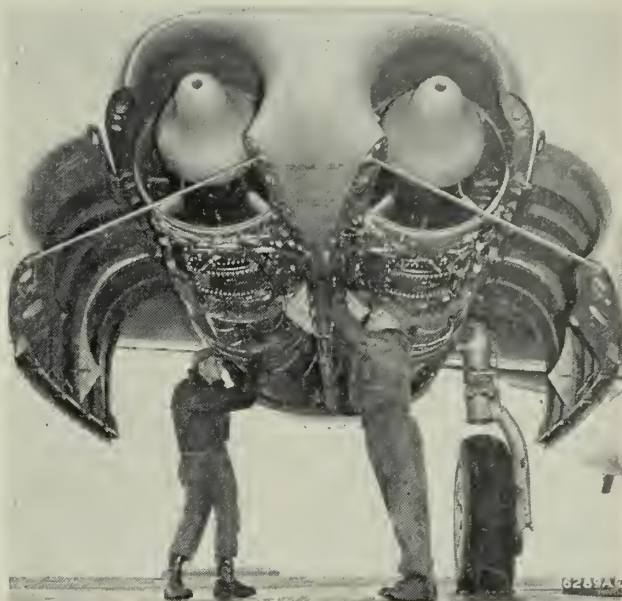
★ ★ ★

UPPER AIR RESEARCH at altitudes between 50,000 and 100,000 feet will use fruit flies to obtain data on the effects of cosmic radiation in experiments being conducted by the Air Force's Research and Development Command.

The experimental project seeks data on the state of winds, temperatures, atmospheric pressures, turbulence and types of cloud formations at these very high altitudes. Controlled balloons launched from West Coast sites carry, in addition to their recording instruments, pressurized test tubes containing harmless fruit flies, similar to those sometimes seen on bananas.

Previous high-altitude research flights have enabled man to measure the quantity of cosmic radiation at various high altitudes. It is expected that this series of experiments will aid in dispelling fears of possible after-effects from radiation on pilots of present-day and future high-altitude aircraft.

The research balloons, 45 to 110 feet in diameter, have been sent aloft by the Air Force since June 1951. They are tracked by ground direction-finding stations throughout their flights. When the balloons descend to 30,000 feet they are automatically destroyed and the recording equipment is parachuted to the ground for recovery.



**NOT A BUG-EYED MONSTER**—Airmen connect oil lines on 'monstrous' jet engine for Air Force B-45 bomber.

A NEW MALARIA CURE in the form of "daraprim," a drug which has given indications of being the most effective agent ever used in the treatment of malaria, is now undergoing tests by Army researchers.

Army physicians now use two drugs in fighting malaria. Chloroquine, a suppressant, must be given in weekly doses or malaria will show up in men attacked by the relapsing form of the disease. A second drug, primaquine, is given to prevent relapses. Daraprim, however, gives indication of both suppressing and curing malaria, the Army says.

Prisoners at a federal penitentiary, who volunteered for experiments with daraprim, showed no signs of malaria after being infected a year earlier by malaria-carrying mosquitoes.



**ROK ARMY MEN** are trained by U.S. Army in Korea. Many ROK officers have been given training in States.



# LETTERS TO THE EDITOR

## Time in Rate for Advancement

**SM:** Here's the case of a Naval Reservist who had five years, four months and 25 days continuous service in the Regular Navy when he was discharged 4 Aug 1950 as a PO2. He reenlisted in the Naval Reserve on 4 Jan 1952 as PO2 and was put in an inactive non-drill status. He was ordered to active duty on 16 July 1952 as a PO2.

BuPers Circ. Ltr. 12-50 (NDB, January-June 1950), concerning service requirements, para 3(a)(2), states that prior time with broken service does not count. BuPers Circ. Ltr. 149-50 (Note 1) (NDB, July-December 1950), gives the same requirement of counting only continuous service, stating that all other previous service counts for multiple computation purposes only.

Does this mean that the man will not be eligible to go up for PO1 until 36 months after his date of return to active duty, to meet the requirement of 12 months in rate and 36 months total active service to go up for first class in your rating. —L.J.C., YN1, USN.

• The above circular letters have been cancelled. BuPers Inst. 1414.2, which succeeds them, states that the following service may be counted in computing service for eligibility for advancement in rating:

Service in pay grade: 1. All active service performed in present or higher pay grade under continuous service conditions. 2. One-half of inactive service as a member of a drilling organization performed in present or higher pay grade under continuous service conditions. (An exception is noted here stating that service prior to reduction for disciplinary reasons cannot be counted).

Total Active Service: 1. All active service whether or not under continuous service conditions. 2. One-half of inactive service as a member of a drilling organization whether or not under continuous service conditions.

BuPers Inst. 1430.7 adds that the computation of service in pay grade and total active service for final multiple purposes will be the same as the above, with the following exceptions: 1. Continuous service is not required in any case, therefore broken service may be counted. 2. Service prior to reduction in rating may also be counted.

In the example you present, the PO2 did not maintain continuous service. Therefore, the five years, four months and 25 days may be counted for the total active service requirement for eligibility but none of it may be counted for the service-in-pay-grade requirement. For

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

*the final multiple, however, this service may be counted both for service in pay grade and total active service. It appears that the PO2 would be eligible, in so far as service requirements are concerned, for advancement to PO1 upon completion of 12 months' service since the date he was ordered to active duty.—Ed.*

## Radiophoto Training Plans

**SM:** Does the Navy offer any courses of training in the operation of Radiophoto Facsimile equipment? Such a course is not listed in the Catalog of U.S. Navy Training Activities and Courses (NavPers 91769) nor in the List of Navy Schools and Courses (NavPers 15795).—J.F.S., RM1, USN.

• There are no separate or special courses of instruction for the operation of radiophoto facsimile equipment available at this time. The Navy plans to include instruction in the operation of this equipment in both the Radioman and Teleman Class "A" schools at Bainbridge, Md., and San Diego, Calif., and in the Radioman Class "A", schools at Norfolk, Va. It cannot be determined at this time when the courses will be available.—Ed.

## Holding Captain's Mast

**SM:** How soon after a guy is put on report do they have to hold mast?—J.C.B., JOSN, USN.

• U.S. Navy Regulations doesn't specify any particular period of time in which a man should be brought to mast following his being placed on report. However, Article 1402 of U.S. Navy Regulations, 1948 does say: "When the commanding officer or officer in charge receives notice of an offense alleged to have been committed by any subordinate, he shall have the matter investigated promptly and shall take action in accordance with the provisions of the Manual for Courts-Martial, United States, or in accordance with departmental policy, as appropriate under the prevailing circumstances." From this Article one draws the conclusion that undue delay should be avoided.—Ed.

## Obligations After Discharge

**SM:** I am a Reservist called up to active duty 6 August 1952. I had previously served in the active Naval Reserve since 18 September 1948. If I am discharged as expected on 20 June 1953 will I be subject to the draft? Will I be obligated to serve in the Reserve? F.R., RD2, USNR.

• Upon your discharge you will not become liable for induction by Selective Service since you will be placed in Selective Service Classification Category 1-C (discharge) in which category you will remain until your 26th birthday after which you will be placed in Classification 5-A. Selective Service is at present only inducting those persons classified 1-A. You will have no Reserve obligation upon your discharge inasmuch as you enlisted in the Naval Reserve prior to 19 June 1951.

However, it would be to your advantage to consider the benefits you would receive if you remained a Naval Reservist. There are the regular promotions, drill pay, two weeks training duty a year and pay when you retire to mention a few. Think it over.—Ed.

## Rating Procedures in USN Transfers

**SM:** My question concerns Naval Reserve personnel who enlist or reenlist in the Regular Navy after qualifying by a substantiating service-wide competitive examination in present pay grade. In which of the following ways should they be enlisted or reenlisted in USN?

A. A DTG1, USNR, V6, competes for DT1, USN, and qualifies for transfer to USN. He is then discharged as DTG1 and enlisted or reenlisted as DT2 and immediately advanced to DT1(T).

B. A DTG1, USNR, V6 competes for DT1 and qualifies for USN. He is then discharged as a DTG1 and enlisted or reenlisted as DT1.—R.D., PN1, USN.

• Example A would be correct if the individual was serving in a temporary rate at time of discharge.

Example B would be correct if the individual was serving in a permanent rate at time of discharge.

Discharges and reenlistments of USNR personnel enlisting or reenlisting in USN are effected in accordance with paragraph 4, BuPers Circ. Ltr. 181-50 (NDB, July-December 1950); that is to say, personnel serving in temporary rates who reenlist under continuous service conditions, shall be discharged in their temporary rates, reenlisted in their permanent rates, and advanced immediately to their temporary rates.—Ed.



## Can SN in SS Strike for AC?

SIR: I was under the impression that a non-rated man could strike for any rating in the Navy. But I was recently informed that I couldn't be designated as a draftsman striker. The reason given was that my ship doesn't have an allowance for draftsmen. I'd appreciate any information you could give me on this subject.—C.L.D., SN, USN.

• A man may not be given a striker identification for a rating not in the allowance or complement of his ship or station. Seamen serving in submarines, for example, may not strike for an aviation rating.

Striker identifications are assigned to men by their commanding officer. Only those men in Pay Grade Three who have been utilized or trained in the duties of a rating may be given that striker identification. For example: an SN who has just reported to the radio shack for training and duty may be called "radio-man striker" by his shipmates, but he must know the first steps of radio shack procedure and must have been assigned the appropriate rate symbol (RMSN in this case) before he can be carried as a full fledged striker.—Ed.

## Active Duty for OCS Graduates

SIR: I have two questions regarding Reserve officers which I hope you can answer for me.

(1) Does time in Officer Candidate School count as active commissioned service in determining date of release from active duty of those officers who entered OCS from civilian life, such as those mentioned in category "k" of BuPers Circ. Ltr. 62-52?

(2) Are any changes in this letter anticipated in regard to the release of Reserve officers under the Armed Forces Act of 1953? R.F.D., PN3, USN.

• (1) No. The Reserve officers referred to in category (k) under paragraph three of BuPers Cir. Ltr. 62-52 are those officers commissioned from Officer Candidate School who entered OCS from civilian sources regardless of their veteran status or age and USNR enlisted personnel who were on inactive duty before entering OCS. According to the directive they will be released after 36 months' active commissioned service. Commissioned service is computed from the date they accepted their appointment.

(2) There are no significant changes contemplated to instructions presently contained in Circ. Ltr. 62-52 in so far as the release of Reserve officers is concerned.—Ed.

## Per Diem on TAD

SIR: My shipmate and I were both on Temporary Additional Duty and upon return to our ship we learned that we had been authorized to travel at our own expense. We collected five cents a mile

for travel expense but received no per diem. The question we raise is: Are we allowed per diem for each day we traveled at our own expense back to our duty station?—T.R.S., YN3, USN.

• Since you received payment of a monetary allowance in lieu of your transportation expenses, you may, if you so desire, submit a supplemental claim for payment of a per diem allowance to cover your subsistence expenses. Under the instructions contained in paragraphs 4203 and 4204, Joint Travel Regulations, members performing Temporary Additional Duty travel are entitled to payment of a monetary allowance of five cents per mile to cover transportation expenses and a per diem allowance of \$9.00 to cover subsistence expenses. However, when travel is performed at own expense, the total amount of per diem payable may not exceed that payable for travel by common carrier over the official route.—Ed.

## Wave Officers Overseas

SIR: How does a Wave officer go about applying for overseas duty and what generally are the requirements for such duty?—M.V.N., ENS, USNR.

• All naval officers, men and women, have the privilege of requesting a particular duty or location or change of duty or location. The request should be addressed to the Chief of Naval Personnel via the chain of command. Preferences for next duty are also stated on the 1 August Data Card which is submitted on 1 August of each year and when significant changes occur.

Women officers are presently stationed in Japan, Hawaii, Alaska, Puerto Rico, England, France, Norway, Germany and Italy. All junior officers who have been assigned to duty outside the continental limits of the U.S. have had at least two entirely different types of duty before being so assigned.—Ed.

## Instructor Waiting List

SIR: I have two questions on the Bureau's Instructor Waiting List: (1) is there any way of telling how long it will take for orders to instructor duty to come through? (2) will orders to this duty have any effect on selection for LDO or WO?—H.L.H. FT1, USN.

• (1) It is not possible to estimate with any degree of accuracy the date when a man may expect his orders to instructor duty. Relative standing on the waiting list is determined by the amount of sea duty served during his current sea tour. While it is possible to determine a man's current position on the list, his relative position is constantly subject to change. Reason: requests received from eligible men having more sea service to their credit go higher on the list.

(2) Orders to instructor duty will have no bearing at all on future selection as an officer.—Ed.

## Gibraltar's Apes

SIR: Aren't you getting a little mixed up in your "Tafrail Talk" on the Gibraltar apes in the January issue of ALL HANDS (p. 64)? Your article said that the British have considered a healthy ape population on "The Rock" a good sign ever since the animals "warned" the British by their screeching at the approach of the Spanish Fleet in 1704.

I believe the legend is that if the apes ever leave the Rock, the British would lose Gibraltar, hence our care for their well-being. Perhaps you are thinking instead of the "Capitol Geese."—L. E. Porter, Captain, Royal Navy.

• Both ideas are part of the legend of the Gibraltar apes.

The British gave the apes official protection in 1856, adding them to the garrison "strength," giving them food rations and placing them under the care of a "Keeper of the Apes"—in "payment" for their warning.

One legend says they screeched when the Spanish Fleet appeared.

Another holds that it was a Barbary ape, rummaging for food in the camp, who knocked over a pot of beans and wakened a British sentry.

Still another says that one of the apes gave the warning by holding his ear to a drum. It seems the Spanish were attempting to undermine the Rock and the ape heard the tunneling through the drum.

Take your pick. As you note, however, there is also a prophecy that "If the apes go, the British go too." At present the ape population is over-strength.

As for the "Capitol Geese," that's a bird of another color. The yarn as we hear it is that in 390 B.C., the Gauls invaded Italy and sacked and burned a large part of Rome, failing however to capture the Capitol. A party of Gauls attempted to seize it by sneaking up Capitol Hill while the Roman guards slept. They roused the geese who roused the garrison, the invaders were repelled and the Capitol saved.—Ed.





### 'Copters Have Plank Owners

SIR: Here's another certificate for ALL HAND's collection. The unusual assortment of "Salty Symbols of Seasoned Sailors," illustrated in the November 1952 issue prompts us to send you this certificate of *Rotor Owner's* of Helicopter Anti-Submarine Squadron Three, N.C. Since 'copters do not have planks, all personnel who were assigned to this squadron when commissioned 18 Jun 1952, have received a copy of the Rotor Owner's certificate.

Originators of the idea were Lieutenant Commander E. C. Harris, Jr., USN, and R. P. Welch, PH3, USN.—F.H. Mc., CDR, USN.

• We are glad to receive the *Rotor Owner's Certificate* and hereby add it to the collection.—Ed.



ROTOR OWNER'S Certificate 'authorizes' unencumbered 'title' to one blade.

### Brownson Is a Mossback Too

SIR: Concerning your article, "Shellbacks Become Mossbacks On Cape Voyage," ALL HANDS, October 1952, I disagree with you on the point that *uss Oriskany* (CV 34), *uss William C. Lawe* (DD 763) and *uss Power* (DD 839), were the first three ships to round the Horn since 1947, unless you mean a certain time in 1947. I served on *uss Brownson* (DD 868) from '46 to '48 and we made a cruise to the South Pole in "Operation Highjump," December 1946 to 13 Apr 1947, and while down there as a part of rear echelon, CTF 68.3 with *Brownson*, *uss Pine Island* (AV 12) and *uss Canisteo* (AO 99), rounded Cape Horn en route to Palmer Peninsula from Peter First Island area. We started around 17 Feb 1947 and arrived at destination 22 February.

No discredit to the other ships' voyage is intended, as I know from experience that such a trip is to be well remembered. I look back with a feeling of awe to be able to come through that area and still float, especially in something like a tin can. All hands of *Brownson* know she is a good ship and one not to take a back seat.—J.W.S., GM2, USN.

• *Brownson* did round the Horn, doing it in interrupted stages. *Brownson's* destination was below the Antarctic

Circle. After her stay there, she eventually completed the circuit of the Cape (Cabo de Hornos).

*uss Sea Robin* (SS 407) was the first submarine to accomplish this difficult navigational feat in June 1947. Three submarines, *uss Conger* (SS 477), *uss Cutlass* (SS 478) and *uss Diablo* (SS 479) completed the Cape Horn trip in September 1947.

We agree. The experience of the Mossbacks is one worth remembering.—Ed.

### Rotation of Corpsmen with FMF

SIR: (1) I am a corpsman assigned to the 1st Marine Division in Korea. Is duty with FMF considered sea duty? It is my understanding that after a period of 21 months, I can submit a request to BuPers requesting Naval shore duty.

(2) Recently I heard that unless I had more than two years of service left to do, I would not be able to get out of FMF. Will I be able to get back with the Navy when my tour of sea duty is up? —Z.K.S. HM3, USN.

• (1) Duty with any unit of the Fleet Marine Force is considered sea duty for purposes of rotation. The procedure for submitting a request for shore duty is outlined in BuPers Inst. 1306.20. In paragraphs 8b and 10g of this instruction, you will find that the required obligated service of 3 years is needed to be eligible for a normal tour of shore duty.

(2) If a hospital corpsman serving with an FMF unit desires duty in a ship or other naval unit, he should request a change of duty by complying with current instructions. In your case, a request should be submitted to Commander Service Force, Pacific Fleet, via official channels.—Ed.

### Does Navy Still Train APs?

SIR: What are the requirements for appointment to AP School? Are the physical standards very high?—H. W. AN, USN.

• There is no AP school in the Navy at this time. There are still some APs (Aviation Pilots) — a term denoting enlisted pilots — on active duty but no more APs are being designated. Enlisted personnel desiring to become naval aviators must now go through the Naval Aviation Cadet (NavCad) program, upon successful completion of which they will be commissioned an ensign in the Naval Reserve. For the required qualifications, see BuPers MarCorps Joint letter NDB 52-164.

The physical standards are relatively high, with defective vision the most common disqualifying factor. More information on this program is contained in ALL HANDS of May 1952.—Ed.

### Issuing Foul Weather Gear

SIR: I am serving on an oiler (TAO) and have a question to ask: Are engineers who stand at quarters every morning while in port and handle supplies in all kinds of weather eligible to draw foul weather gear during the winter months?—T.J.S., ENSN, USN.

• Special clothing is intended for use by naval personnel assigned to duties involving frequent or continued exposure to weather such that the standard articles of uniform are inadequate. The maximum permissible allowances are established in OpNav Instruction 101-25.1 (Restricted) and allowances are further modified by fleet commanders based on operational requirements. The normal maximum allowance for large auxiliary type vessels, such as your ship, is 35% of the latest approved personnel allowance or number on board. When serving in the Far East area a 75% allowance is authorized. Therefore, there is not enough special clothing for all hands on board your ship, and the available special clothing must be issued to personnel who require it for their normal assigned duties.

Some ships, however, have a limited amount of special clothing in the custody of the supply officer for temporary issue to personnel assigned to special duties such as working parties when the regular duties of such personnel do not warrant the issue of special clothing on a permanent custody basis.—Ed.

### VA Counseling on Education

SIR: I want to go to school under the Korean G.I. Bill but I'm not quite sure what I want to study. Can I get counseling from the Veterans Administration that will help me to make up my mind? R. C. G., JO1, USN.

• Yes. At the time you apply for your educational benefits you may designate on your application blank that you want counseling from the VA. In a few days you will be called in for an appointment. However, the VA counselor isn't going to tell you what to study. Instead, he gives you a series of tests and interviews that enable you to understand your own interests, aptitudes, abilities and personality traits so that you are in a much better position to make up your own mind about what you should study and what your ultimate goal will be.—Ed.

### Recruit Training Is Shore Duty

SIR: Does the time in Recruit Training count as sea duty for purposes of eligibility in requesting shore duty, when the recruit is transferred directly from training to sea duty?—J.F.L., YNSN, USN.

• Time spent during Recruit Training does not in any way count as sea duty for purposes of sea/shore rotation. For information on this subject see ALL HANDS, February 1953, p. 48.—Ed.



## HHE Shipment Upon Discharge

SIR: I reenlisted in the Regular Navy 1 Aug 1949 at Kansas City, Mo. My extended enlistment will be completed in April 1953.

Will the Navy ship my household goods at Government expense back to Kansas City?—A.C.P., DC1, USN.

• Yes. Members of the Regular Navy and Naval Reserve, released to inactive duty or separated under honorable conditions, are entitled to shipment of household goods within prescribed weight limits from the last, or any previous permanent duty station (or place of storage in connection therewith), to the man's permanent home. For this purpose, the "home" is defined as the place currently recorded as the home of the member or the place at which the member is located, when commissioned, reinstated, appointed, reappointed, enlisted, inducted or ordered to active duty. Accordingly, you will be entitled to shipment of your household goods to Kansas City, your place of enlistment.

Helpful hints on handling household goods for shipment were published in ALL HANDS, Dec 1952, p. 46-49.—ED.

## Round-the-World Certificates?

SIR: Certificates have been awarded to sailors for certain crossings such as the "Neptunus Rex" certificate for crossing the Equator and the "Golden Dragon" for crossing the International Date Line. I made a Navy trip around the world in 1947-48 and would like to know if there are any certificates for such a world cruise? A.L.S., BM2, USN.

• We have never heard of a certificate for going around the world. However, since none of these certificates is official it is entirely possible that some ships have printed their own awards for a world cruise. It is suggested that you contact either the commanding officer or chaplain of the ship in which you made your trip around the world.—ED.

## Warrant Officer Promotion

SIR: I have read BuPers Instruction 1412.6 dated 28 Oct 1952 and am still pretty much in the dark concerning information about promotion of warrant officers from W-2 to W-3 grade. Maybe you can shed some light on my problem.

I am an ex P.O.W. who accepted warrant dated 12 May 1947. It was signed by the Secretary of the Navy for the President and made retroactive to 15 March 1944, to establish my order of precedence. My appointment to Chief Warrant was dated 28 July 1947 by the Secretary of the Navy for the President and made retroactive to 1 September 1945, in order to establish my order of precedence.

All my appointments are temporary and were made under Public Law No. 639 of the 77th Congress. Will my date for promotion to W-3 be 1 September

## Moosehead That Went to Sea Had Radar 'Scent'

SIR: During the war I served in uss Moosehead. There are several people at this station who don't believe that such a ship ever existed. Would you print a few facts about her, such as when she went into commission, out of commission, etc.?—J. L. S., YN2, USN.

• The old Moosehead certainly did exist! Here are a few facts to prove it. She was built as a four-stack destroyer at Quincy, Mass., and commissioned uss Turner (DD 259) in September 1919. Three years later she went out of commission as a result of post-World War I budget cutbacks. In 1936 she was converted to a self-propelled water barge and began operations in the San Diego, Calif., area as "YW-56."

The Moosehead's colorful career got started in earnest in May 1943 when, after making a few passenger and cargo trips to San Clemente Island, Calif., she became a training ship. She was renamed uss Moosehead (IX 98). The latest radar and sonar equipment was installed along with a class room and berthing facilities for trainees.

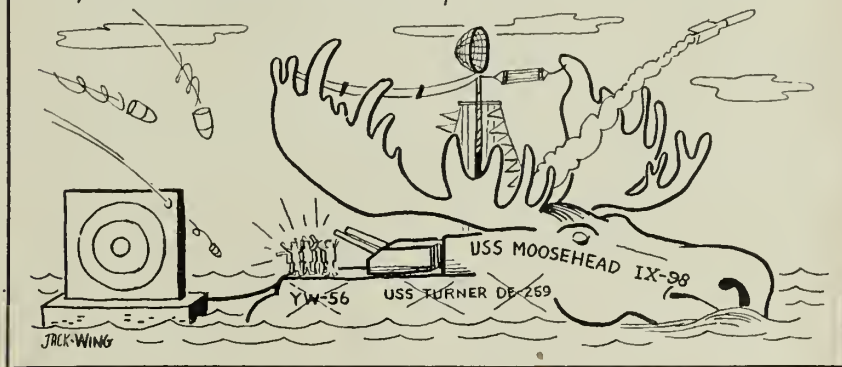
Although she continued to make her logistic runs to San Clemente Island perhaps she is best remembered as a CIC training ship. With her radar and CIC facilities she trained CIC teams

for most of the CVEs built with numbers from 56 to 123. The success of a lot of CVE carrier missions in the Pacific War can be credited to Moosehead-trained teams.

Later on in 1944 "The Moose" trained teams for APAs, APs, AKs, DEs, ADs, AVPs, AVs, PCEs and any other combatant type that carried radar. In the brief period of two and one half years, she steamed some 100,000 miles, carried 16,360 passengers to San Clemente Island, trained 1466 officers and 2813 enlisted men.

She also towed targets for all classes of ships and aircraft, was a "torpedo target" for DDs and torpedo planes, screened battle ships and carriers on shakedown cruises and served as the proving ground for experimental rockets, gun covers, seasick pills, motion pictures, radar gear and sonar tactics. She was constantly available for rescue missions and at one time rescued two crew members from a disabled blimp off the coast of California.

Her career came to a close in March 1946 when she was decommissioned. She was stricken from the Navy lists and ten months later was turned over to the Maritime Commission for disposal.—ED.



1945 or 28 July 1947? If I revert to CPO at the end of 20 years' service and do 10 years in the inactive reserve, will I then be retired as a Chief Warrant Officer?—M.H.S., CHCARP, USN.

• The Secretary of the Navy's Regulations provide that commissioned warrant officers after six years in grade may be advanced to pay grade W-3. Each year the Secretary of the Navy establishes a zone and those commissioned warrant officers within the zone are considered for advancement in pay grade by a board convened expressly for that purpose. Within such limitations of numbers and categories as may be prescribed, the board recommends for advancement those commissioned warrant officers who on review of their records are determined to be best qualified for advancement to the next higher pay grade.

The board that convened on 15 April

1952 considered only those commissioned warrant officers with W-2 pay grade date of 30 June 1945 or prior thereto for advancement to pay grade W-3. The effective date for your advancement to pay grade W-2 was 28 July 1947. Under the provisions of BuPers Instruction 1412.6, you will fulfill the minimum requirements for consideration for assignment to pay grade W-3 on 28 July 1953.

This is the set-up in your case:

Your appointment to Chief Warrant Officer was made under Public Law 188 of the 77th Congress. This law provides for retirement of Prisoners of War in the highest rank held if promoted under this law. Therefore, you may apply for transfer to the Naval Fleet Reserve, remain inactive until the completion of 30 years' service unless the needs of the service necessitate your recall, and retire with rank of Chief Warrant Officer.—ED.



News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *uss Helena* (CL 50) — A reunion will be held in the Hotel Sheraton, Chicago, Ill., on 24, 25 and 26 July. Men interested should contact *uss Helena* Reunion Committee, 624 Morris Ave., Springfield, N. J.

- *uss Gleaves* (DD 423) — Second annual reunion will be held 17 Oct 1953 in Hotel Piccadilly, New York, N. Y. For further information, contact J. M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.

- *uss Massachusetts* (BB 59) — Former crew members will hold a reunion on 16 May 1953 in the Hotel Shelton, Boston, Mass. Contact John E. Shiels, YNC, USN, NAS Squantum, Mass., for particulars.

- *uss Yorktown* (CV 10) — Sixth annual reunion of former members of this ship will be held on 8, 9 and 10 May 1953 in the Hotel Belmont Plaza, New York, N. Y. For further information, contact Yorktown Association, Inc., c/o George Bernard, 60 East 42nd St., New York 17, N. Y.

- *Bombing Squadron Five*, *uss Yorktown* (CV 5) — A reunion in San

### Ship Reunions

Diego, Calif., is planned for 6 June 1953 for all personnel having served in the squadron at any time from date of commissioning to July 1942. Members not already contacted, please write to John W. Trott, 4512 Pescadero Ave., San Diego 7, Calif.

- *28th Naval Construction Battalion*, USN — The fifth annual reunion will be held 23 May 1953 in the Hotel New Yorker, New York, N. Y. Interested persons may contact Louis Koch, 719 Grand Ave., North Bergen, N. J.

- *52nd Naval Construction Battalion* — The sixth annual reunion will be held the first week end in August 1953, in Memphis, Tenn. For further information, contact Frank Garner, 1036 Brower St., Memphis, Tenn.

- *78th Naval Construction Battalion* — The second annual reunion will be held on 20 June 1953 in the Hotel New Yorker, New York, N. Y. All former members of this outfit, their families and friends are invited. For complete information, write to Keith E. Pilkenton, 193 Clinton Ave., Brooklyn 5, N. Y., or Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

- *Waves* — All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send

self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P. O. Box 622, Denver, Colo.

- *Navy No. 157, Palermo, Sicily* — The second reunion of all officers and enlisted men will be held over the week end of 27 June 1953 at the Hotel Penn-Harris, Harrisburg, Pa. For information, write to A. L. Coddington, 679 Carlyle Place, Union, N. J., before 15 June.

- *uss Salt Lake City* (CA 25) — Former ship's company interested in holding a reunion in either New York, Boston or Philadelphia, please write to Francis X. Earley, 2132 Eastburn Ave., Philadelphia 38, Pa.

- *uss Saginaw Bay* (CVE 82) — It is proposed to have a reunion of officers and enlisted men who served in this ship during the period 1944-1946, at a time and place to be designated by mutual consent. Those interested please contact Marcus M. Wood, 2702 Avenue "R", Brooklyn, N. Y.

- *uss Biloxi* (CL 80) — It is proposed to have a reunion of the men of Division S who served in this ship from the time she was commissioned to April 1945, at a time and place to be designated by mutual consent. Those interested, please contact Earle W. Newenham, Cherryfield, Maine.

### Eight Year Obligation Clause

SIR: I would like a clarification of the new Naval Reserve law. I enlisted in the Reserve 30 April 1951 and was called to active duty on 25 October 1951. I am to be released from active duty in October 1953 and discharged from the Naval Reserve 29 April 1955, under the original law.

However, as I understand it, the present law imposes an eight-year military obligation to anyone under 26 years of age who joins the armed forces after June 1951. Will this affect me in any way or am I correct in assuming that I will be separated entirely from the Naval Reserve when my enlistment expires in April 1955?—C.L.B., CTSN, USNR.

• *Your assumption is correct. The eight year military obligation is imposed only on those personnel who enlisted in the armed forces subsequent to 19 June 1951 and were under twenty-six years of age at the time of such enlistment.*—ED.

### Monthly Gratuities for Decorations

SIR: Has the monthly payment of \$2.00 for certain decorations been discontinued? If so, when?—D.H.T., CDC, USN.

• *All provisions for payment of gratuities for decorations were repealed in the 81st Congress by Public Law 351 of 12 October 1949.*

*Medals for which the gratuity was*

*formerly paid were the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star, Navy and Marine Corps Medal and the Distinguished Flying Cross.*

*If you have received any of the above decorations for which this gratuity payment was previously authorized and have not collected this money, you are still eligible to apply. Payment of the \$2 monthly gratuity will be based from the date of the action for which you were awarded the medal until the date of your discharge, or 12 October 1949, whichever is earlier.*—ED.

### Retirement for LDOs

SIR: When may enlisted personnel who accept warrant, chief warrant or officer commissions under the LDO program be retired? What about an enlisted man who enters OCS and accepts a line officer commission?—A.O.M., QM1, USN.

• *Limited duty officers are retired on the last day of the month following the month in which they complete 30 years' active Naval service.*

*However, if an enlisted man accepts a permanent commission in the Regular Navy he is eligible for retirement under the same provisions of law as all other officers of the Regular Navy. That is, his active enlisted service counts for retirement. For more on retirement see ALL HANDS, February 1953, p. 30.*—ED.

### Loss of USS S-4

SIR: I have some questions on the Navy submarine S-4 which went down off the New England coast in the late 1920s. When and exactly where did she go down. Was she recovered and were there any survivors?—J.G.H., FN, USN.

• *uss S-4 was rammed by the Coast Guard destroyer Paulding near the entrance to Provincetown Harbor at the tip of Cape Cod. Struck while coming up from a submerged run, S-4 plunged about 100 feet to the bottom. The date was 17 Dec 1927. Rescue work was started almost immediately but was hampered by a North Atlantic storm.*

*The first to go down were three Navy divers—Thomas Eadie, Bill Carr and Fred Michels. Chief Gunner's Mate Eadie at one point had to go down to rescue Chief Torpedoman Michels whose diving lines had become ensnared in the sub's hull fittings. For his action Eadie was awarded the Medal of Honor.*

*At the time there were six men alive, all trapped in the sub's forward torpedo room. But before further rescue work could be attempted, a storm drove the rescue ship—submarine rescue vessel *uss Falcon* (ASR 2)—off position. All hope for the trapped men vanished. Later the S-4 was raised and taken to the Boston Navy Yard. ALL HANDS Book Supplement for May 1950 carries the story.*—ED.

Old Time Pay Chits

SIR: Some of the old timers on our ship have had a discussion about the old pay system. As they recall it, each man had a pay number, which gave him his position in the pay line and on the pay list, and he had to have an officer's signature in the left hand corner of the pay chit. On this they are pretty much in agreement. The question is, "When did this system go out?" Some time in the middle of World War II is the general guess.—R.T.G., Jr., MM3, USN.

• *Correct they are. The Navy pay receipt had to be signed by a commissioned officer until the new payment procedure went into effect on 1 July 1944.*—Ed.

Which Way to Oregon?

SIR: Where is the old *uss Oregon* and what is her present status? L.H. EN3, USN.

• *The former *uss Oregon* (BB 3) is now in Apra Harbor, Guam. She now has the designation of IX 22 and was used during World War II as a dynamite barge. Towed to Guam in 1944 with a 1400-ton load of explosives, she has remained there since.*

*For information on the activities of this ship while in commission, you might be interested in reading the book supplement of August 1952 ALL HANDS on the Battle of Santiago Bay during the Spanish-American War.*—Ed.

Shorthand and Speedwriting

SIR: Is "Speedwriting" an acceptable method of shorthand for an examination for yeomen? A fellow yeoman, a buddy of mine, says that Speedwriting is not even shorthand and therefore is not allowed for examinations.—R.M., YN1, USN.

• *You can tell your buddy to check the yeoman section of the Manual of*

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

*uss Bataan* (CVL 29)—A limited number of copies of *Bataan's* souvenir book covering the period of her "Second Far East Cruise" between 27 January and 26 Aug 1952 are now available. The 88-page book has complete photographic coverage of the cruise, ship's personnel and activities. Copies may be purchased for \$4.00 (postpaid) by sending remittance to the Custodian Recreation Fund, *uss Bataan* (CVL 29), c/o Fleet Post Office, San Francisco, Calif.

*Qualifications for Advancement in Rating* (NavPers 18068). Under the heading "Stenography—Shorthand Method" it states: "Any method of shorthand may be used, although it is desirable for advancement purposes that the candidate use a system by which a speed in excess of 120 words per minute may be attained. A machine for the purpose of taking stenographic notes is acceptable when provided by the yeoman himself."

One definition of shorthand is, "a method of rapid writing by signs or contractions." In any event, *Speedwriting* qualifies.—Ed.

Training under Both G.I. Bills

SIR: Before I went back on active duty, I took training under the World War II G. I. Bill. I've been discharged again, this time with a disability. Will I be permitted to take further training under Public Law 16 for disabled vets, even though I have already had training

under Public Law 346 of the G.I. Bill? —K.E.N., GM2, USNR.

• *Yes, provided the Veterans Administration finds you need the training to overcome the handicap of your disability and you meet the other eligibility requirements of the law.*

*Your previous training, however, will be considered in setting up a new program for you and it may not be duplicated unless it is essential to restore your ability to work.*—Ed.

Reinstating NSLI Policy

SIR: I let my National Service Life Insurance policy lapse about two months ago. However, I still want to keep it. How can I go about reinstating it? —F.C.S., BM2, USN.

• *You may reinstate your NSLI policy by submitting a written application, accompanied by the two monthly premiums, provided, of course, you are in as good health as you were when the premium lapsed, and the term of your policy has not expired. The application forms may be obtained at any Veterans Administration office.*—Ed.

FR's Final Duty in Home District?

SIR: I am a Fleet Reservist with 10 months' active duty remaining. Can I request duty near my home the last six months I have to serve? I was on active duty when transferred to the Fleet Reserve. —F. W. B. ENC, USNR.

• *Prior to the Korean conflict, it was the Bureau's policy to permit men to spend the last three months of their naval career on duty in their home naval districts.*

*However, in view of the present international situation and the provision of AlNav 73-50 and 62-51, pertaining to transfer to Fleet Reserve and discharges, the "back yard duty" policy has been suspended indefinitely.*—Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



"**M**ONONGAHELA, Nantahala, Caloosahatchee, Manatee . . ."

Sounds like an old Indian war chant doesn't it? Well, guess again. Although the names *are* Indian names all right, they are also the names of Navy fuel oil tankers. In the days of yore, the redskins gave the names to various rivers; today the Navy keeps the names alive in white letters on the stern of its ships.

Actually, the assignment of such Indian names to fuel oil tankers is but one small part of the complex regulations governing the naming of Navy ships.

Naming a ship is not just a matter of pulling a pleasant sounding moniker out of a hat, as you might think. When you consider that U. S. Navy has thousands of ships and craft arranged in some 160 assorted classifications, picking a proper name for each type becomes a matter involving patient study of naval records, past and present, and of research in such fields as history, geography, astronomy, biology, mythology and even precious stones.

Only one class of ship — the battleship — is named in accordance with law. Naming of the rest is up to the Secretary of the Navy.

The authority for the naming of vessels by SecNav was first established by an act of Congress on 3 March 1819. The act provided that "all ships of the Navy of the United States, now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule — to wit: Those of the first class shall be called after the states of the Union, those of the second after the rivers, and those of the third class after the principal cities and towns, taking care that no two vessels in the Navy shall bear the same name."

As the roster of naval ships increased, revisions of the original plan were made. On 12 June 1858, the following law was passed:

" . . . be it further enacted that all of the steamships of the Navy now building, or hereafter to be built, shall be named according to the following rule, namely, all those of 40 guns or more shall be considered of the first class, and shall be called after the states of the Union; those of 20 and under 40 guns shall be considered as of the second class, and be called after the rivers and principal towns or cities; and all those of less than 20 guns shall be of the third class, and named by the Secretary of the Navy as the President may direct, care being taken that no two vessels in the Navy shall bear the same name."

Today, the process of selecting an appropriate ship's name involves research and recommendation by the Ships' Names and Sponsors Section in the Office of

Chief of Naval Operations. The recommendation is presented to the Secretary of the Navy for approval, whereupon, if approved, the new name is assigned to the ship in question.

If a new ship is to be of a classification already on the Navy list, the source from which her name must be selected is a matter of existing policy.

On the other hand, if the vessel is a new type, as are some specialized craft added to the Navy list from time to time, it becomes the duty of Ships' Names and Sponsors to decide upon a new category from which to select a name.

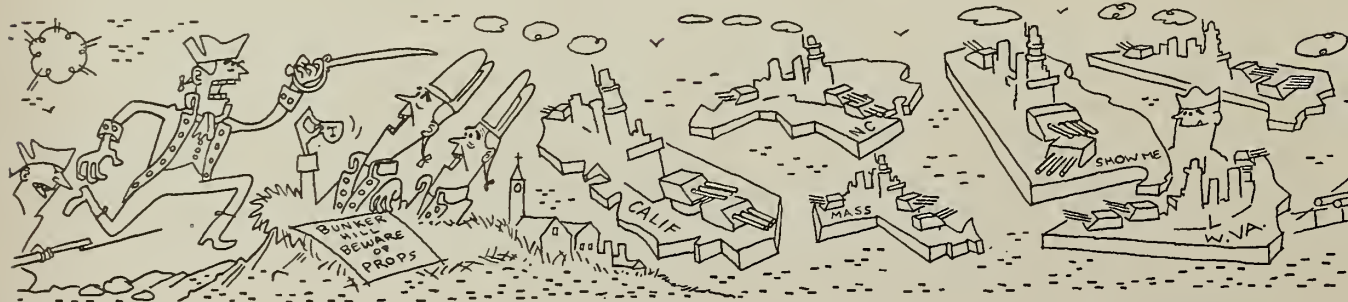
To keep pace with the Navy's changing fleet, many revisions in policy have been made since the Act of 1858. "First class" ships, now considered as battleships, still are named for states. Moreover, these vessels "shall not be named for any city, place or person until the names of the states have been exhausted." Today, the names of 17 states are borne by U. S. Navy ships (15 battleships and two ex-battleships).

## 17 States and a Mountain

The single departure from the established battleship-naming policy since *uss Indiana* (BB 1) was launched in 1893, occurred in the naming of *uss Kearsarge* (BB 5), after a mountain in New Hampshire. In March 1895, an act of Congress authorized the construction of two battleships. As the result of patriotic clamor by citizens to perpetuate the name of Kearsarge (of Kearsarge-Alabama battle fame), the Congressional act included the special clause that "one of said battleships shall be named Kearsarge." Today, the old BB-5, launched in 1898, is still in service but known by the title of *Crane Ship 1* (AB 1).

Definite sources for naming other combatant ships as well as the larger auxiliaries and some types of service craft also have been established. Because of the great number of ships in some classes, appropriate names from a single source sometimes are not sufficient for the entire class. To solve this problem, logical or euphonious (pleasant sounding) words are selected for the additional names.

Certain departures from normal ship-naming policy do appear among ships on the Navy list, however. The reasons for this vary. For instance, the Navy on occasions retains the original name of an acquired vessel providing the name is considered generally appropriate. For this reason, and sometimes in compliance with a request by a former owner, the Navy retained the names of many merchant marine vessels which had been named by the Maritime Commission prior to acquisition by the Navy. Like-



# —That Sail the Seas

wise, several ships acquired from the Army still retain their original names.

## No Names for Living Persons

Furthermore, when a ship (already named) has her classification changed, the general rule is that she retains her original name despite the redesignation. No vessel shall be named for a living person, however.

Battleships (BB) of today's Navy honor the States of Alabama, California, Colorado, Indiana, Iowa, Maryland, Massachusetts, Missouri, New Jersey, North Carolina, South Dakota, Tennessee, Washington, West Virginia and Wisconsin. The name of Kentucky (formerly borne by BB 6) is presently assigned to BB-66 upon which construction is now suspended. The name Mississippi is borne by the miscellaneous auxiliary ship AG-128 (formerly the BB 41) and the name of Oregon is carried by the unclassified miscellaneous auxiliary vessel IX-22 (the ex-BB 3).

## Ex-BB with a Nickname

uss *Prairie State* (IX 15), a former battleship (BB 7), seems to violate the state-name rule. Obviously, "Prairie State" is not one of the 48. The explanation for this is that when it was planned to assign the name "Illinois" to a new battleship which was later cancelled) that name was taken away from the old BB-7 which, in turn, was re-named *Prairie State*, the nickname for Illinois.

Some of the ships' names mentioned below are those of vessels stricken from the Navy list. These names have been selected instead of names of active-duty ships when they better exemplify ship-naming policy.

## Cities, Territories, Possessions

In the cruiser class, heavy cruisers (CA), guided missile heavy cruisers (CAG), light cruisers (CL), anti-aircraft light cruisers (CLAA) and guided missile light cruisers (CLG) bear the names of cities of the U. S., like *Newport News*, and capitals of U. S. possessions and territories, like *Juneau*. Large cruisers (CB) are named for territories and insular possessions of the U. S., such as *Alaska* and *Guam*. Large tactical command ships (CBC) are ex-CBs retaining their former names. It is the same in the case of tactical command ships (CLC), which are ex-CAs.

## Battles and Bays

Certain ships of the carrier classes, namely attack aircraft carriers (CVA) and small aircraft carriers (CVL) bear the names of famous ships formerly on the Navy list (*Wasp*) and important U. S. battles (*Bunker Hill*.) Escort aircraft carriers (CVE) are named for bays (*Mission Bay*) and sounds (*Puget Sound*) of the U. S., and important U. S. operations (*Tripoli*), battles (*Guadal-*

*canal*) and engagements (*Bairoko*). (In this connection it is to be noted that vessels in the carrier category are called for the names by which actual battles are known rather than for the places where the battle occurred.)

Some vessels, not only in the carrier category but among other types as well, which come under the heading of "named for former vessels" and which appear in instances to have the name of a person, place or battle, actually are perpetuating the name of a former ship. For example, the carriers *Wright* and *Franklin* bear names of men, but these ships carry on the names of the original vessels so named.

## Shangri La Is an Exception

In the carrier group are found three notable exceptions to the Navy's usual policy for naming ships of this type. *uss Shangri La* (CVA 38) is named in commemoration of the day 11 years ago when on 18 April 1942 Colonel James H. Doolittle with 79 other fliers took off in 16 B-25s from a carrier to drop the first bombs on the Japanese mainland. At that time, President Roosevelt remarked to the press that Colonel Doolittle and his group had taken off from a secret place — "Shangri La" — referring to that mythical land of paradise on earth in James Hilton's novel "Lost Horizon." Subsequently it was disclosed that Doolittle's "secret" take-off spot had been *uss Hornet* (CV 8). When a new carrier (CV 38) was completed in 1944 she was named *Shangri La* and, appropriately, was christened as such by Mrs. Doolittle.

The second exception is *uss Franklin D. Roosevelt* (CVA 42) which was scheduled to be named *Coral Sea*. The name was changed, however, to honor the late President whose death occurred shortly before the new carrier was christened. Later, the name "Coral Sea" (the first major sea-air battle of World War II) was assigned to one of the *Midway* class carriers, the CVB-43 (now CVA-43).

The third deviation from normal policy was the selection of the name *Forrestal* for the CVA-59 now under construction. By special act of Congress, this vessel is named in honor of the late James V. Forrestal, 49th man to become SecNav and the first Secretary of Defense.

## DD Named for Six Brothers

Destroyers (DD), escort destroyers (DDE), radar picket destroyers (DDR) and destroyer leaders (DL) are named for deceased persons in the following categories: Personnel who rendered distinguished service to their country in the Navy (*Kidd*), Marine Corps (*Obannon*) and Coast Guard (*Satterlee*); secretaries of the Navy (*Frank Knox*); members of Congress who were closely identified with naval affairs (*Hale*); and inventors (*Edi-*





son). A vessel of the destroyer group can be named for more than one person, too, such as *The Sullivans* (for five brothers) and *O'Brien* (for six brothers). Other DDs have been named for father-son combinations (*Goodrich*) and other family relationships.

An apparent inconsistency in destroyer-naming policy crops up with the *Norfolk* (DL 1), the first of a new destroyer leader class of ship. When this vessel was first authorized and named she was billed as a cruiser and consequently was assigned the name of a city. When the ship was designated a DL the original name was retained.

## Denizens of the Deep

Submarines, which in the early days of our Navy were only lettered and numbered, now are usually named for fresh and salt water fish and denizens of the deep.

Carrying fish and undersea names, such as *Pickrel*, *Haddock* and *Whale*, are submarines (SS), guided missile submarines (SSG), nuclear power submarines (SSN) and radar picket submarines (SSR). Anti-submarine submarines (SSK) and target and training submarines (SST), however, are not named. They are lettered and numbered and are known as *uss K-1*, *uss T-1*, and so forth. In this group, however, one anti-submarine submarine is an exception to the rule — *uss Grouper* (SSK 214), an ex-SS retaining her original name. (Now classed in the amphibious warfare vessel group are cargo submarines (ASSA) and transport submarines (ASSP), and in the auxiliary vessel classification are auxiliary submarines (AG(SS)), all of which are converted underseas craft, retaining their original names.

## From Adirondack to the Rockies

Among amphibious warfare vessels are amphibious force flagships (AGC) which carry the names of mountains or mountain ranges in the U. S. (*Adirondack*) and in U. S. possessions (*Mt. McKinley*). Included in this group, however, is *uss Williamsburg* (AGC 369), certainly not named for a mountain. Actually, she is an ex-PG, a type named for cities and towns in the U. S. (What might appear to be an inconsistency in the assignment of mountain names occurs among some vessels which are named for volcanoes, and others which bear the names of localities and areas, a number of which also are the names of mountains or mountain ranges. Furthermore, dock landing ships (LSD) are named for historical places, at least one of which (*Rushmore*) is the name of a mountain as well.

## Heavenly Bodies, Famous Women Too

Also in the amphibious group are attack cargo ships (AKA) which are given the names of astronomical bodies (*Libra*) and counties in the U. S. (*Union*). The selection of county names is made primarily on the basis of "suita-

bility" rather than the historical or contemporary importance of the county. However, when a county name is assigned, it represents all the counties of that name in all states.

Attack transports (APA) and transports (AP), the latter of the auxiliary vessel group, also bear the names of counties (*Sandoval*) as well as places of historical interest (*Mt. Vernon*), deceased commandants and other officers of the Marine Corps (*Feland*), signers of the Declaration of Independence (*Thomas Jefferson*), famous women in history (*Florence Nightingale*) and famous men of foreign birth who aided our country in her struggle for independence (*Rochambeau*).

High speed transports (APD) are ex-DEs and have retained their original names — those of the personnel of the Navy (*Blair*), and Marine Corps (*Daniel*) and Coast Guard (*Douglas A. Monro*) — killed in enemy action in World War II. Control escort vessels (DEC) also are ex-DEs retaining their names. Vehicle landing ships (LSV) bear the names of monitors formerly on the Navy list (*Saugus*).

## Letters and Numbers — With a Reputation

Other amphibious warfare vessels are identified only by letters and numbers. These are inshore fire support ships (IFS), flotilla flagship landing ships (LSFF), large infantry landing ships (LSIL), medium landing ships (LSM), medium landing ships (rocket) (LSMR), large support landing ships, Mk. III (LSSL), tank landing ships (LST), control submarine chasers, 173-foot (PCC), control escorts, 180-foot (PCEC), control submarine chasers, 136-foot (PCSC) and control submarine chasers, 110-foot (SCC).

## Logical Name: Barricade

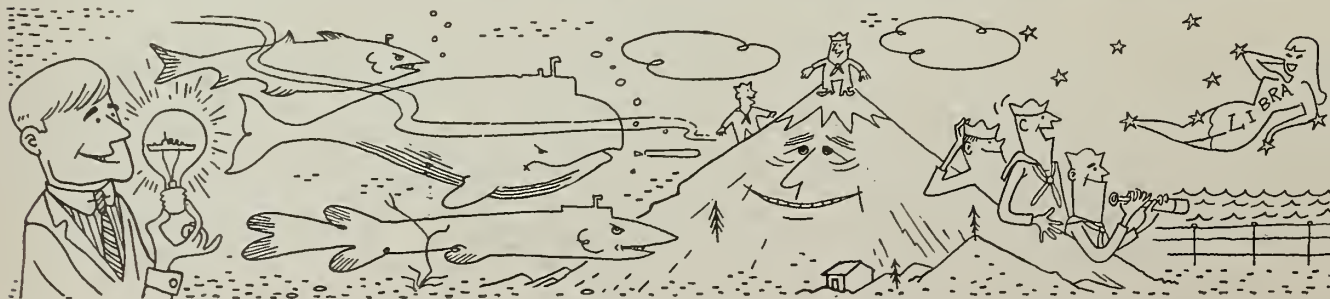
In the mine warfare vessel classifications are auxiliary mine layers (ACM). During World War II there were 10 of these vessels, named mostly with logical words such as *Barricade* and *Obstructor*. That group was disposed of. ACMs on hand today are identified only by letters and numbers.

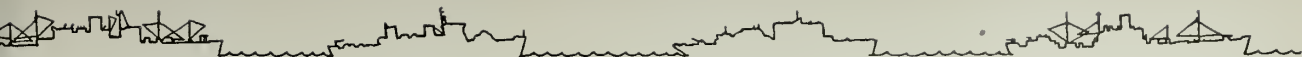
## For the Birds

Mine sweepers (AM), coastal mine sweepers (AMC), mine hunters (AMCU), motor mine sweepers (AMS), mine layers (CM) and coastal mine layers (CMC) bear the names of birds (*Broadbill*), logical words (*Hazard*) and euphonious words (*Success*). Light mine layers (DM) and high speed mine sweepers (DMS) are ex-DDs and retain their original names.

## First to Cross 1000 Marker

In the patrol vessel division of ships are escort vessels (DE), formerly called destroyer escorts, and radar picket





escort vessels (DER/ex-DE), named for deceased personnel of World War II as mentioned above. Of these, a new ship presently under construction represents an interesting milepost in naval ship construction. She is *uss Dealey* (DE 1006) which will be the first combatant ship (other than landing ships and submarine chasers) in the history of the Navy to bear four digits in her hull number. She is named for Commander Samuel D. Dealey, Congressional Medal of Honor recipient, who lost his life while serving as commander of *uss Harder* (SS 257) which was lost to enemy action off the Philippines in August 1944.

During World War II, destroyer escort building was suspended following construction of *uss Jack W. Wilke* (DE 800). At that time, DEs to bear hull numbers 801 through 1005 had been scheduled for building but were cancelled. Thus, to avoid possible confusion in future building plans, the DE program has been reopened with hull number 1006. The highest number previously assigned to a larger type of combatant ship placed in service is that of *uss Wilkinson* (DD 930), recently redesignated as a DL (destroyer leader).

### Names That Are Gems

Also in the patrol vessel category are frigates (PF) which are ex-gunboats and are named for cities and towns of the U. S., and U. S. possessions and territories (*Gloucester*), and yachts (PY) which bear the names of ships formerly on the Navy list (*Niagara*), names of gems (*Ruby*), logical words (*Vixen*) and euphonious names (*Sylph*).

Patrol vessels not named are 173-foot submarine chasers (PC), 180-foot escorts (PCE), 180-foot rescue escorts (PCER), 136-foot submarine chasers (PCS) and 110-foot submarine chasers (PC).

Certain vessels which normally would be assigned names by the U. S. Navy, appear on the Navy list identified only by letters and numbers because these vessels are being built under the Mutual Defense Assistance Program and will be named, if so desired, by the countries to which they will be transferred.

### From Grand Canyon to Klondike

In the auxiliary vessel group are destroyer tenders (AD) which are given names of localities (*Grand Canyon*) and areas (*Tidewater*) of the U. S. and of U. S. possessions and territories (*Klondike*). Contrary to popular impression, these vessels are not named exclusively for national parks although many tenders bear the name of a national park in the sense of being a "locality" or the name of a locality or general area within which happens to be located a national park of the same name. Two ADs on the current Navy list whose names appear out of

place are *uss Hamul* (AD 20) and *uss Markab* (AD 21). Actually, these are ex-cargo ships (AK) retaining their former names.

### Volcanoes and Explosions

Ammunition ships (AE), in addition to being named for volcanoes (*Vesuvius*), also bear names suggestive of fire (*Pyro*) and explosives (*Nitro*).

### Islands in the Skies and Oceans

Store ships (AF) are named for astronomical bodies (*Polaris*). Miscellaneous auxiliary vessels (AG) and ice-breakers (AGB) carry the names of islands (*Edisto*) and bays (*Coasters Harbor*) of the U. S. and U. S. possessions (*Kaula*) and territories (*Atka*).

Surveying ships (AGS) and coastal surveying ships (AGSC) bear the names of astronomers (*Simon Newcomb*), mathematicians (*Bowditch*) and oceanographers (*Mauzy*). Two surveying ships formerly on the Navy list and which were familiar sights to many Navy men were the *Hydrographer* and *Oceanographer*. These vessels were not named by the Navy. They were ships taken over during the war from the Coast and Geodetic Survey fleet.

Hospital ships (AH) carry names which are appropriate to their mission (*Consolation*), logical names (*Repose*) and euphonious names (*Tranquillity*).

### Ships Named for Army Heroes

Cargo ships (AK), like attack cargo ships (AKA), are assigned names of astronomical bodies (*Sagitta*) and names of counties in the U. S. (*Sussex*). In the AK group also, are many former Army ships which have retained their original names, mostly those of heroic Army personnel.

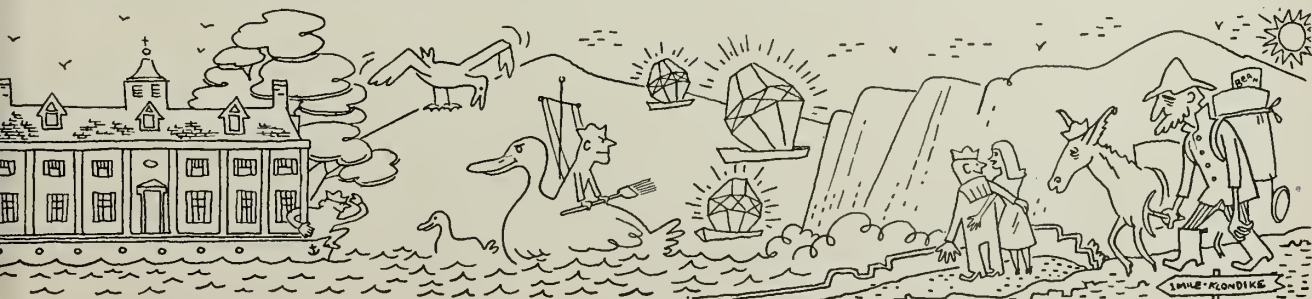
Net cargo ships (AKN) such as *Sagittarius* and general stores issue ships (AK) such as *Castor*, also are named for astronomical bodies. Two exceptions in this group are the ex-AGs *uss Electron* (AKS 27) and *uss Proton* (AKS 28) which were assigned names indicative of their specialized duty.

Cargo ship and aircraft ferry vessels (AKV) usually are named for historical places pertaining to aviation (*Kitty Hawk*) although the few on today's list are former Army vessels retaining their original names.

### Monitors and Trees

Net laying ships (AN) bear the names of monitors formerly on the Navy list (*Passaic*) and names of trees (*Butternut*).

Oilers (AO), gasoline tankers (AOG) and replenishment fleet tankers (AOR) bear Indian names of rivers (*Kennebec*). Many of the AO group are former Maritime Commission vessels serving in the Military Sea Transport Service under their original names. More than two dozen





of this category are named for well-known missions (*Mission Capistrano*).

Transports (AP) have names similar to attack transports (APA). Self-propelled barracks ships (APB) are named for counties (*Mercer*). Those appearing on the list with names are former Army vessels.

Although there are no APHs (transports fitted for evacuation of wounded) currently in service, such ships during World War II were included in the Navy list and bore the names of deceased surgeon generals of the Navy, such as *Pinkney*.

## From Zeus to Webster

Repair ships (AR), battle damage repair ships (ARB), heavy-hull repair ships (ARH), landing craft repair ships (ARL), aircraft repair ships (aircraft) (ARVA), and aircraft repair ship (engine) (ARVE) are named for characters in mythology (*Vulcan, Zeus, Jason*). Aircraft repair ships (ARV) also carry the names of characters in mythology as well as names of personnel associated with naval aviation (*Webster*).

Internal combustion engine repair ships (ARG) and salvage craft tenders (ARST) bear the names of island possessions of the U. S. such as *Oahu* and *Laysan Island* or are redesignated ships retaining original names. Salvage vessel (ARS) such as *Reclaimer* and salvage lifting vessels (ARSD) like the *Windlass* bear names descriptive of their functions.

## Submarine Pioneers

Submarine tenders (AS) are named for pioneers in submarine development (*Bushnell*) and characters in mythology (*Orion*). Submarine rescue vessels (ASR) bear names of birds (*Skylark*).

Auxiliary ocean tugs (ATA) and fleet ocean tugs (ATF) are given the names of prominent Indians (*Samoset*) and Indian tribes (*Navajo*). What sometimes appears to be a deviation in the use of Indian terms is due to the fact that a vessel in the category of those "named for Indian chiefs or other noted Indians" bears a name that may also be the name of a city, county, mountain or river.

## Leaders in Aviation

Seaplane tenders (AV) and guided missile ships (AVM) bear names of sounds (*Albemarle*) and personnel associated with aviation (*Curtiss*). Small seaplane tenders (AVP) are named for bays (*Casco*), straits (*Bering Strait*), islands (*Valcour*) and inlets of the U. S. and of possessions and territories (*Cook Inlet*). Aviation supply ships (AVS) are ex-AKs, ex-AGs and ex-IXs retaining their original names. Also retaining their names are distilling ships (AW) which are ex-AOs and ex-IXs.

Unclassified miscellaneous vessels (IX) bear names of vessels formerly on the Navy list (*America*), names re-

tained after redesignation (*Saluda*) and names of animals (*Greyhound*). Some IXs such as *Constellation*, *Constitution* and *Hartford* are the original ships of those names.

Other auxiliary craft which are identified only by letters and numbers are degaussing vessels (ADG), large auxiliary floating dry docks (AFDB), small auxiliary floating dry docks (AFDL), medium auxiliary floating dry docks (AFDM), light cargo ships (AKL), small coastal transports (APC) (some of this group retain Army names), cable repairing or laying ships (ARC), floating dry docks (ARD) and rescue ocean tugs (ATR).

## Pocahontas and Hiawatha

Of nearly 60 miscellaneous types of service craft, only the following are named: ferryboats or launches (YFB), for islands of the U. S. (*Conanicut*) and U. S. possessions and territories (*Nihoa*); a few of the self-propelled fuel oil barges (YO), are named for oil field terms (*Derrick*); and large harbor tugs (YTB) and medium harbor tugs (YTM), for Indian chiefs (*Hiawatha*), other noted Indians (*Pocahontas*) and words of the Indian language (*Nootka*).

There you have the complete run-down on how your ship and other ships are named.

Future developments in naval warfare undoubtedly will result in the redesignation or conversion of some present types or will call for the construction of entirely new types of vessels. The Navy's scheme of ship names however, should be flexible enough to provide more names for the new additions. — E. J. Jeffrey, JOC, USN.

\* \* \*

LIKE the old battleship *Illinois*, mentioned in this article whose nickname "Prairie State" later became the official name of the ship, many of today's men 'o war have colorful nicknames.

To name a few, the escort carrier *Badoeng Strait* (CVE 116) is affectionately referred to as the "Bingding"; the battleship *Missouri* (BB 63) as the "Big Mo"; and the fleet oiler *Manatee* answers to the name "Big Ma."

Sometime in the future, ALL HANDS will carry an article on the nicknames of modern ships of the Navy. But since ship's monikers are an unofficial sort of thing, we need an assist from ALL HANDS readers. Nicknames of smaller combat ships and auxiliaries especially are needed.

Does your ship have a catchy nickname? If so, write a brief letter to the editor giving the nickname and a short explanation of how your ship got it, if the name isn't obvious at first glance. Address your letter to The Editor, ALL HANDS Magazine, Room 1809 Arlington Annex, Bureau of Naval Personnel, Washington, D. C.



# TODAY'S NAVY

## Shipboard Conservation

The Navy-wide conservation program for utilization of material resources, manpower and money is making strides on board Navy ships. Take the case of *uss Philippine Sea* (CVA 47).

Under its conservation program *Philippine Sea* has saved \$1867 per quarter through the salvage and re-use of material resources alone. This saving was accomplished in the following ways:

- Repeated use of requisition folders.
- Salvage of unusable steel, valves, ingots and scrap metal.
- Use of corrugated ammunition box liners for packing material.
- Rationing of oils, lubricants and paint.

The carrier has also adopted a stamp system for routine endorsement of correspondence. Also a type-writer repairman has been trained for shipboard repair. Together these latter ideas save *Phil Sea* about \$510 per quarter.

The conservation program aboard the carrier began with a four-week slogan contest among members of the crew. The best slogans were selected at the end of each week by a six member Beneficial Suggestions Board. At the end of four weeks one slogan was selected for the Grand Prize of a \$25 Defense Savings Bond.

The slogans were published in the Plan of the Day and in the ship's newspaper, and conservation posters were placed about the ship. The winner of the Grand Prize was Michael J. Troy, SKSN, USN, with his slogan "Where waste abides, freedom dies — Where waste subsides, freedom thrives."



ANTI-SUBMARINE submarine, K-1, first of her class, is shown on cruise testing new equipment and familiarizing crew with operational characteristics.

## New 'Four-in-One' Tanker

A new type auxiliary ship soon will be serving with the Atlantic Fleet's Service Force. Known as a "replacement fleet tanker," she combines some of the functions of four other auxiliary vessels: ammunition ship, cargo ship, store ("reefer") ship and fleet oiler.

This ship, *uss Conecuh* (AOR 110), stocks the various items needed for routine replenishment of ship supplies as well as fuel oil. Recently commissioned at the Philadelphia, Pa., Naval Base, she will undergo evaluation in ways of supplying task groups with fuel, ammunition, food and stores. Stress is laid on speed and safety of transfer operations.

*Conecuh* had originally been a unit of the German Navy and was built in 1938. Then named *Dithmarschen*, she was classed as an oiler but served as a commerce raider and supply ship combined. The ship was turned over to the U. S. Navy in

1946 and given her present name *uss Conecuh* (AOR 110).

Taken out of the reserve fleet and fitted out for her new mission, she will become a full-fledged unit of the fleet in the near future. She has a crew of 220 enlisted men and 15 officers. *Conecuh* has a 550 foot length, and a 72-foot beam.

## Land-Locked Oriskany in Japan

The name *Oriskany* (CVA 34) will long be remembered in Shizuoka, Japan. A structure is being built in that city and is being named "Oriskany Hall" in honor of the aircraft carrier.

This building will be a new home for some 100 Japanese orphans. Its title was selected by the orphanage directors in appreciation of a gift of 1,161,000 Japanese yen from the *Oriskany* crew.

The carrier sailors learned from their chaplain that a charitable order of nuns, the Salesian Sisters, needed financial help for an addition to the town orphanage. Putting their minds and pocketbooks together, the crewmen voluntarily donated \$3,225 for the project.

When *Oriskany* docked in Japan, the commanding officer presented a check to a Japanese boy representing the orphanage. After presentation ceremonies, children from the orphanage ate lunch aboard the aircraft carrier.

## YESTERDAY'S NAVY

## JUNE 1953



Two small vessels captured English war cutter in first sea battle of Revolution on 12 June 1775. Naval bombardment of Vicksburg was begun on 26 June 1862. Design of 13-stripe American flag adopted on 14 June 1777.

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



## Reclaims Water-Spoiled Oil

Ordinarily, water-contaminated fuel oil is strictly poison to Navy black gangs. One solution is to pump it overboard or sell it at a loss. However, ships arriving in the San Francisco area can now deliver their contaminated fuel oil to the Navy's San Francisco Bay area reclamation plant for purification.

Located at the Pt. Molate fuel depot of the Oakland Navy Supply Center where it has been in operation for several months, the plant may save the Navy up to \$250,000 yearly. Cost of reclaiming contaminated fuel oil is about five cents per 42-gallon barrel. Previously this oil would have been sold commercially for 50 to 70 per cent of the original cost.

The heart of the plant is a tall, 10,000-barrel steel tank from which project at different levels a series of valve-rigged oil take-off pipes. Other plant components include a 40 by 100-foot concrete basin and 3000 feet of underground pipes and steam lines. The plant cost \$132,500 and can be operated by a single man.

The plant exists because, contrary to the old saying, oil and water *do* mix. Though they don't form a solution, the two can form an emulsion, especially under agitation in a ship's fuel tanks.

Why water in the fuel tanks? Because after several months of steaming, a ship will have emptied her fuel tanks, ballasted with water, de-

ballasted and refueled several times. Some water inevitably leaks into the fuel supply.

The new plant separates oil and water mixtures by heating the contaminated fuel oil. The oil rises to the top of the tank since it is lighter than water and is drawn off at the take-off pipes. In addition to the heat application, the more stubborn mixtures, or emulsions, must be chemically treated before the oil and water will separate.

## BuPers' 35th Chief

In the presence of the Secretary of the Navy, Robert B. Anderson, Vice Admiral James L. Holloway, Jr., USN, took the oath of office as the 35th Chief of Naval Personnel.

The new chief also becomes the Deputy Chief of Naval Operations for Personnel. He takes over the reins of the Bureau after a tour of sea duty in which he served as Commander of the Battleship-Cruiser Force, Atlantic Fleet.

VADM Holloway is known in education and personnel circles for the part he played when head of a special board in 1945 which recommended the establishment of vigorous flight training, NROTC and career officer training programs which would provide increased numbers of career officers for the Fleet. The Board's recommendations, in respect to NROTC, embodied in Public Law 729 (79th Congress), is popularly known as the "Holloway Plan."

## Repose Boosts March of Dimes

One Navy hospital ship, returning to the U. S. from Korea, turned over more than \$800 to the March of Dimes fight against infantile paralysis, the result of a unique collection campaign.

To collect money, crewmen of *USS Repose* (AH 16) set up a mythical journey similar to the 7000 miles they were to travel from Inchon, Korea to the U. S. To record the ship's progress, the crew made a huge map of the area. Starting at Inchon, the mythical journey was charted in as contributions were received. For each dime that was donated the ship was allowed to move one mile on the map.

Ten days before the campaign ended the ship had collected \$700 and had already completed the trip. However, that didn't mean that contributions stopped coming in. Before the campaign ended, the generous Navymen had added more than \$100 to the fund.

## Navy Wives Club

From time to time ALL HANDS receives letters asking for information on a club or group organized especially for wives of Navymen. An organization of this type is the "Navy Wives Clubs of America." Founded in 1936, the NWCA now has 33 active clubs throughout the U.S. and in overseas locations. There are clubs in Alaska, Hawaii, Puerto Rico, French Morocco and the Philippines.

Membership is composed chiefly of wives of enlisted men serving in the U.S. Navy, Coast Guard and Marine Corps and in their Reserve components. Other members are wives of EMs who have been honorably discharged or are retired or in the Fleet Reserve, and women who are friendly to and interested in the cause of furthering such an organization of mutual assistance and social welfare.

Activities of the Navy Wives clubs are many fold, including beneficial and social undertakings. Members provide assistance to Navy chaplains, assist in YMCA programs for servicemen, participate in the National blood donor program and in Navy Relief Society affairs. On the social side, clubs hold dances, picnics and other "on-the-lighter-side" activities.

Interested women may obtain further information by writing to Iris Wells, National Vice President, 1452 E. Bailey Rd., Cuyahoga Falls, Ohio.



VADM J. L. HOLLOWAY, JR., USN (center) is sworn in as Chief of Naval Personnel by RADM I. H. Nunn, JAG, as SecNav Robert B. Anderson looks on.

## Anti-Submarine Exercises

Air-surface forces from the U.S., Netherlands and Canada completed the first anti-submarine training exercises to be held by NATO forces in the western Atlantic.

Under the command of Vice Admiral Laurance T. DuBose, USN, Commander of the U.S. Atlantic sub-area, Canadian bombers, Dutch escort vessels and an American hunter-killer task force took part in the mock anti-submarine warfare exercise.

"Operation Buffet," as the exercise was called, was a five-day affair that provided operational and tactical training in anti-submarine warfare for the NATO anti-submarine forces involved.

The U.S. hunter-killer group, led by *uss Palau* (CVE 122) included destroyers, submarines and patrol planes. The group had been conducting training exercises in the Caribbean and "Buffet" coincided with its return to the group's regular East Coast home ports.

Held off the east coast of Florida and the Carolinas, the exercise also provided U.S. submarines with training in evasion and attack. Objects of the mock attacks were the submarines *uss Burrfish* (SS 312), *uss Runner* (SS 476) and *uss Cobia* (SS 245).

## Desert in an Oasis

The latest addition to Naval Ordnance Laboratory's variety of facilities for environmental research is the "Desert Room."

The "Desert Room" is a small, completely enclosed space, entered through two doors which form a "vapor lock." The walls and ceiling of the room are completely lined with sheet metal. Most of the seams are sealed with a special lead-backed adhesive cellulose tape designed especially for vapor-barrier applications. The floor is sealed with asphalt-saturated slaters' felt, topped with battleship linoleum. The room's construction thus makes it virtually vaporproof, as far as infiltration is concerned.

Purpose of the "Desert Room" is to provide a low-humidity atmosphere in which to carry on work involving chemicals which have a great capacity to absorb water. These "hygroscopic" chemicals take on water so rapidly that any exposure, even to the air-conditioned atmosphere of NOL's main building, can spoil their quality within three to five minutes.

## What the Well Dressed Aviator Will Wear

If you think the armored-knight of old had a load to carry around with him just take a look at today's pilot — he carries 89 items of clothing and equipment.

The numerous pieces of equipment, like the knight's suit of armor, are designed to protect and prolong the life of their wearer. However, unlike the knight who had to be hoisted onto his horse, the pilot of today manages to get aboard his plane without such assistance.

To be sure the pilot knows how to make best use of all this equipment, a survival officer is attached to each carrier-borne air group.

When the survival officer declares the water temperature low enough to be dangerous, the pilots don their rubber exposure suits. They may not like it but they know that, hot or not, all or part of this equipment could save their life.



**NOT A HOIST**—though you'd think today's pilot would need one—A-frame helps flyer practice 'chute removal technique on board ship.

## Teamwork Pays Off in Korea

The Marine captain speaks no Korean and his pilot speaks no English but they team up several times a week to help *uss Rochester* (CA 124)—or any other long-firing warship—clobber Red positions on the eastern end of the battle line.

Captain Frank Dill, USMC, has been flying over enemy installations far in-

land in a spotting plane piloted by a ROK aviator. Observing the fall of the cruiser's eight-inch shells, Dill radios corrections to the ship that put her guns directly on-target.

"We need the big guns," Captain Dill says, "to destroy enemy supplies that are beyond artillery range. And it really hurts them when they lose those front line supplies."

A recent day's spotting by the pair netted *Rochester* batteries 12 buildings, 20 large stacks of supplies and 75 yards of trench destroyed and several gun positions and bunkers damaged.

## Crane Crosses Rice Paddies

Marine Sergeant Harold B. Kaupp, a member of the crash crew at an airbase in Korea, has rigged a crane on a medium utility truck to speed up the rescue of airmen who may be trapped under plane wreckage.

The crane, a detachable "A-frame" boom, is mounted on the truck's front bumper. It can handle about 2.5 tons. Although similar rigs have been mounted on larger trucks, a medium truck so fitted can traverse paddies and rugged Korean terrain that might stall a larger truck.

Mounted as it is on the front instead of the rear, the boom can be swung into position more quickly. A few seconds saved here could mean the difference between life or death.

## Medal Won by Navy Captain

One of the Navy's top authorities on submarine medicine, Captain C. W. Shilling (MC), USN, has been awarded a Founders' Medal by the Association of Military Surgeons of the U. S.

Speaking of Dr. Shilling's 20 years of medical research, principally in the field of submarine medicine and deep sea diving, Rear Admiral Lamont Pugh, the Navy's Surgeon General, noted that "when a submarine is lying on the bottom of the ocean with a crew of human beings aboard, the kind of expert knowledge on which their salvation may well depend is possessed by an extremely small number of doctors."

As one of this small number, Dr. Shilling had supervised the medical aspects of the rescue of 33 men from the sunken submarine *Squalus* off Portsmouth, N. H., in 1939.



## Sailors Solve Housing Problem

Here are two ways to beat the housing shortage in Japan. If you don't want to wait 14 months for government housing, you can rent a private Japanese home or build your own. So says a release from NAS Atsugi.

Nearly one-third of the government housing formerly available to military personnel recently has been returned to the control of the Japanese Government, in accordance with an administrative agreement with the United States.

In the Tokyo-Yokohama-Zama-Atsugi areas, the Navy still has the use of 174 homes in Zama, 273 homes in Yokohama and 144 homes in

Tokyo. The present priority system is run on a point basis and is designed to reunite those families longest separated.

Aside from government-provided housing, there is a development near NAS Atsugi that servicemen have built themselves. Cost of building such a home varies with the size desired, but all work is done under contract and 45 days is the average time it takes to complete one.

The cost of actual construction of a house with two bedrooms, a kitchen, bath and living room runs about \$2,000, the Navy men state. But after the land, gas and electricity are paid for the bill runs to about \$3,000.

Most personnel plan an eventual

profit from the homes they have built, considering the resale value and the housing allowance they receive while living in them.

Japan-based sailors have one other alternative. If you don't have the time or finances to build, you may be able to rent a private Japanese home. These private homes are in abundance, but the problem is, believe it or not, to find one *small* enough. Most local homes have ten or more rooms and are too big for the average Navy family.

This is sometimes solved by combining with one or two other families to share the expenses. Servants can be hired collectively and the food and fuel bill divided. The average rent for a ten room home is \$140 per month.

## Benders, Hitchers and Braiders Have a Nice Twist

It was an all hands evolution when the sailors of the first lieutenant's department at the Anacostia Md. Receiving Station decided to build a knotboard. In one way or another each man in the sizable department contributed to the finished product.

The carpenter shop gang turned out the basic board. The metal shop built the miniature metal whaleboat, platform and movable davits that are mounted in the board's center. The paint shop accounted for the painted signal flags, storm warning flags and semaphore positions that fringe the inner boarder.

The actual knotting, bending,

hitching and braiding were done by the seamen of the outside detail under the direction of Boatswain's Mates Frank X. Murray and Eugene H. Shurts. In the inner section are the practical knots, hitches and bends used in everyday seamanship. The outer section contains the more decorative designs which would be used, for example, in MacNamara lace displays for a captain's gig or admiral's barge.

The men who built this six-by-nine foot knotboard don't claim that it is the "biggest or best in the Navy." They do claim, however, that it incorporates a few innovations.

## DesDiv 91 Makes It Three

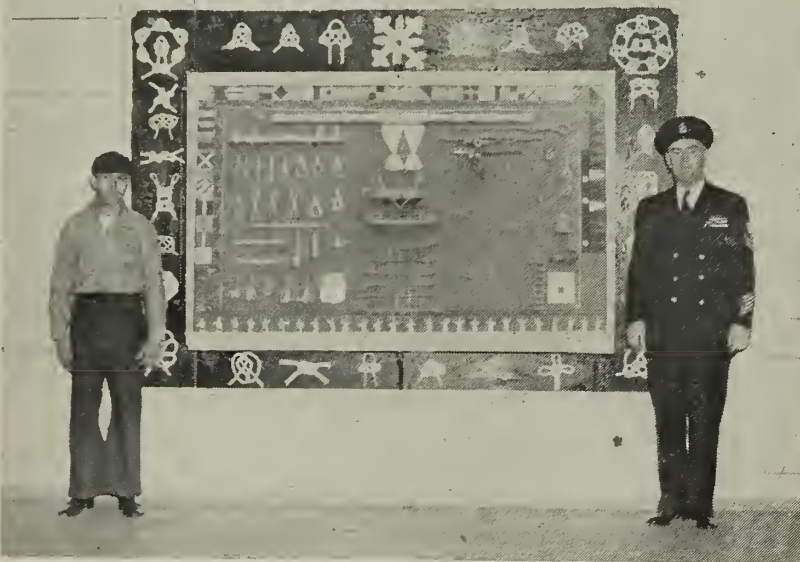
Setting the pace for ships of their type, the four ships of Destroyer Division 91 have returned to the Far East for their third tour of Korean duty.

The ships are *uss Mansfield* (DD 728), *uss De Haven* (DD 727), *uss Lyman K. Swenson* (DD 729) and *uss Collett* (DD 730). Along with *uss Juneau* (CLAA 119), they formed the entire warship component of Vice Admiral Charles T. Joy's combatant Navy at the outbreak of the Korean conflict.

Lying to at Yokosuka, Japan, at the time, they soon got underway in support of the U. N. land forces. East-coast blocking operations gave them an opportunity to brush up on their gunnery. In mid-September 1950, DesDiv 91 was selected for a key assignment in the landing at Incheon on Korea's west coast.

Taking a position a few hundred yards off Wolmi Island, the tin cans acted as "sitting ducks," drawing fire from hidden, uncharted guns and forcing enemy gunners to reveal their positions. When the gunners took the bait, cruisers stationed further offshore opened up on the gun positions. With this job accomplished, the DDs also drew fire away from the landing craft and took a hand in pounding shore installations themselves.

Several hits were taken by the destroyers, but the landing was a success. The DDs were part of the Task Element awarded the Navy Unit Commendation. Since that time the four ships have taken part in several other engagements of the conflict.



**KNOTTY PROBLEM** was solved at NavRecSta, Anacostia, D.C., when men of first lieutenant's department turned to on kingsize knotboard.

## Double Celebration for Brothers

When Douglas Dee Brenner, Second Lieutenant, USAF, was ordered to the *uss Oriskany* (CVA 34) as an exchange pilot, he not only got to witness Navy carrier operations for five days, but he was also able to visit with his twin brother, Ensign David L. Brenner, a pilot in Fighter Squadron 874, which flies from *Oriskany*.

The two pilots celebrated first a reunion, then the narrow escape of Navy Airman David Brenner when he was shot down while flying a combat mission over Korea, in waters near Hungnam. The incident, which occurred on the Air Force pilot's fourth day aboard, provided firsthand information on how the Navy rescues downed pilots.

A helicopter from the cruiser *uss Los Angeles* (CA 135) was close by the scene of the crash and picked up David minutes after he hit the water, returning him to the cruiser.

Commented Douglas: "Carrier flying is all right, but I like 9000 feet of runway and solid ground underneath me." David, the older of the twins by four minutes, replied: "I like solid ground, too, but I've never seen any that would compare to the solid deck of the cruiser *Los Angeles*."

## Cascades of Thanks for Cascade

When the destroyer tender *uss Cascade* (AD 16) completes her goodwill visits to countries in the Mediterranean area this spring, many refugee and war orphaned children will be better clothed and cared for.

Starting the ball rolling in behalf of under-privileged children, the 800 officers and men of *Cascade* voluntarily donated \$1,200 to purchase clothing. The skipper of the destroyer tender then sent an appeal for clothing and toys, both new and used, to the townspeople in the communities near Newport, R. I., where the ship was based.

Navy recruiting stations in Providence, R. I., Pawtucket, R. I., Fall River, Mass., and New Bedford, Mass., were designated as collection points.

Within a week, more than 1,000 pounds of clothing and toys were collected. Brought aboard, the garments and playthings were boxed in preparation to go to the waiting arms of many south European children.

The \$1,200 donated by the crew was used to purchase 250 clothing

## A Record: Fifty-Four Years of Continuous Naval Service

Here's a mark to shoot for: 54 years of continuous naval service. This half-century-plus achievement belongs to Captain Albert S. Freedman, SC, USN (Ret), who entered inactive status this Spring.

His Navy story starts in October 1898 when, as an 18-year-old, he enlisted as a landsman for yeoman at what was then the Navy Yard, New York. *uss Alliance*, a wooden-hulled sloop with auxiliary power gave him his first Navy training.

The turn of the century saw him as a crewmember of *uss New Orleans*, a cruiser, participating in landings during the Philippines campaign and the Boxer Rebellion in China. During the latter he was in the march from Taku to Peking. In 1903 he was serving in *uss Boston*, another cruiser, at Panama when Panama became an independent nation.

Recalling shipboard life in those early days, Captain Freedman said that men received butter only three times a month. Their meat diet was salt pork, varied twice a week with roast beef. The rest of the standard menu consisted of dried beans, peas, apples and peaches—in 25 pound cans. All fresh fruits and vegetables had to be purchased by the crew. "Rugged living," he concludes, "But still we had a reenlistment rate of almost 95 per cent."

Two years after enlisting, he became CPO and within 10 years he was appointed PCLK. His World War I service was highlighted by duty as supply officer in *uss Northern Pacific*, a transport carrying troops to Europe. In 1920, when this ship ran aground on New York's



OUT ON 54—CAPT Albert S. Freedman, SC, USN, enlisted as 'landsman' in 1898, finally calls it a day.

Fire Island, he found himself standing guard on the ship's upper deck over a cool million dollars in water-soaked U.S. currency!

At the outbreak of World War II he was a lieutenant commander on duty at Pearl Harbor, T.H. Following the surprise attack, he developed a system of furnishing survivors from the sunken ships with money, clothing, and messing facilities.

His next assignment was in the building and commissioning of the Bainbridge Md., Naval Training Center. Placed on the retired list in 1944, he nevertheless continued on active duty. In 1945 he took up commissary duties in the San Diego area. This was followed in 1950 by the last in a long and varied list of assignments—supply and fiscal officer of the San Diego NTC.

outfits at a discount from wholesale clothing dealers in Newport. All used clothing was washed or dry-cleaned while the ship was enroute to the Mediterranean so that the garments were fresh when they were distributed.

The ship's chaplain estimated that the ship could easily stock a small department store with all the clothing and toys she was carrying.

Now in the Mediterranean, *Cascade* is not only the flagship of the Commander, Service Forces, Sixth Fleet, but also is one of the best U. S. goodwill ambassadors.

## Guide to Navy Recipe Service

Copies of the new pocket-size booklet entitled *Salt Horse to Sirloin* (NavSandA 264) are being distributed to all Navy ships and stations.

The purpose of this 16-page booklet is to acquaint all commissary personnel with the Navy subsistence program and the development of the new "recipe card" service.

Cleverly illustrated with cartoons, the booklet begins with a description of the early days of Uncle Sam's Navy and continues up to today's method of recipe presentation.





**HOOPSTERS** from USS *Helena* (CA 75) won Puget Sound Naval Shipyard tournament beating Shop 56, 49-46.

## 13th ND Hoop Champions

The winners and new basketball champions of the 13th Naval District are the Navalairs of NAS Seattle.

The district trophy was relinquished by the 1952 champion Clippers of Bremerton Naval Base who placed in runner-up spot in the 1953 finals.

Played on Bremerton's Puget Sound Naval Shipyard court, this year's tourney also had teams entered from NAS Whidbey Island, RecSta Seattle, NavSta Tongue Point and NavSta Tacoma.

## Navy Matmen Win 36th

Bluejacket wrestlers of NTC San Diego ran their victory streak to 36 straight by edging the Aztec matmen of San Diego State College, 19-15.

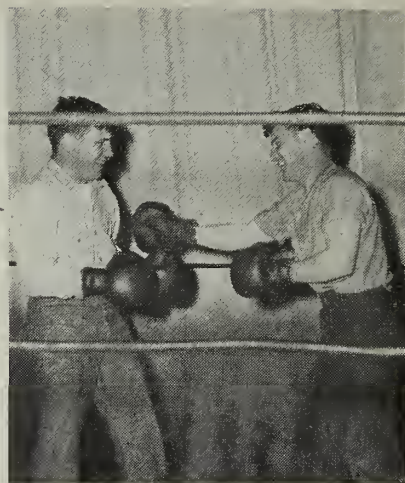
It was not an easy win. NTC had to overcome an early 13-point lead taken by the collegians before the Navy grapplers managed to break into the scoring column.

One of the best matches on the card was a no-fall decision contest between NTC's Glenn Hudson and State College's Frank Gigletto. Although the referee gave the final nod to the collegian, it was in no way discreditable to Hudson's ability. Gigletto, a former corporal in the Marines, is one of the top amateur men in the business. While in service, he was All-Navy bantamweight champ in 1949 and All-Navy featherweight crown winner in 1950, the last year wrestling was conducted on an All-Navy tournament level.

## Sailors Form Rugby Team

A new "first" in American armed forces athletic circles is scheduled to occur this month when the Bermuda Naval Station enters a bluejacket rugby team in the annual Nickel Shield Rugby Tournament.

Sponsored by the Bermuda Athletic Association as a special feature of the colorful Easter Week program, the rugby matches draw entries from several eastern U.S. colleges in addition to squads from the Bermuda



**NAVY TWINS** Jack Dempsey and Gene Tunney Jordan, both AD3s, trade punches in friendly bout.

league and teams from "in port" British vessels.

With the cooperation of the Bermuda AA, the naval station team was organized and is coached by Lieutenant Thomas B. Uber, ChC, usn, station chaplain who doubles as athletic officer. Prior to entering the naval service in 1945, Chaplain Uber was active in athletics at Carthage College, Carthage, Ill., and Lutheran Seminary, Gettysburg, Pa.

Rugby—the closest resemblance to our football—had its birth in the early 1800's at Rugby College in Warwickshire, England, the scene of Thomas Hughes' novel *Tom Brown's School Days*. For years it was called "Rugby's football." The game, as plain "Rugby," was later introduced in the U.S. in 1875 by a team from McGill University of Montreal, but it has never been as popular in America as in England.

## Wrestlers Win 2 Years in Row

NAS Whidbey Island, Washington, won the 13th Naval District wrestling championship for the second straight year, edging runner-up Bainbridge Island 45-43.

Ray Brandes (130 lbs), Ray Bascom (147 lbs), Nick Calcagno (177 lbs) and Jack Meyer (unlimited) won district championships for the winning Whidbey Island team.

New champions in the other weight class are: Bob Wood (136 lbs), Bainbridge Island; Joe Pino (157 lbs), Sand Point; Dave McKee (167 lbs), Bainbridge Island; and Joe Blevik (191 lbs), Sand Point.



**GRAPPLER** Bob Wood, RMSN, USN, Bainbridge Island, wins 136- pound title pinning Larry Christensen, TD2, USN, Whidbey, during 13th ND tournament.



## Diego Pistoleers Win

San Diego's Naval Training Center pistol squad launched their 1953 season with a bang in more ways than one. Paced by Team Captain Roy Chancey, QMSC, the Diego Deadeye Dicks captured two team trophies, one individual award and 32 individual medals to dominate the annual Southland Pistol Matches.

Sponsored by the San Diego Police Revolver Club, the Southland shoot yearly attracts some of the best pistol experts in the country.

In team competition, NTC gained first places in the .22-caliber and .45-caliber expert classes. In addition to Chief Chancey, team shooters were F. M. Bible, QMSC; V. H. Farr, GMC, and K. L. Bentley, GMC.

Chancey, who won the individual grand aggregate trophy by compiling the best score of any competitor in the match, also picked up 10 individual medals to add to his collection of more than 200 awards won in three-and-a-half years of pistol competition.

Chief Chancey's most valued prize is the Distinguished Pistol Award, the highest sharpshooting honor that can come to a serviceman. The award is held by only a couple dozen other Navy small arms experts. Chancey, who has served in the Navy for 28 years, also owns a Distinguished Rifle Award.

Other San Diego winners in the Southland contest included Chiefs Farr and Bentley who picked up five individual medals each and V. Pawlowski, BMCC, who won three individual awards.

Also garnering miscellaneous individual honors were CHGUN C. E. Tate, R. H. Gentry, PN3, R. W. Cameron, GMC, L. A. MacKelvey, SA, and R. C. Alexander, MMC.

## Midway Hoopsters Rule Fleet

The basketball Golden Comets of *uss Midway* (CVA 41) are now court champions of the Sixth Fleet, having defeated the *uss Leyte* (CVA 32) quintet 71-67 in a title game played on board *Leyte* in Gibraltar harbor.

The *Leyte* hoopsters led throughout most of the game only to have victory and the title snatched from them in the final seconds by three consecutive foul shots by the *Midway* cagers.

Going into the title contest, the *Leyte* team boasted a 42-1 record, their lone defeat coming at the hands of the *uss Coral Sea* (CVA 43).



CARRIER HOOPSTERS vie for ball in game between *USS Leyte* (CVA 32) and *USS FDR* (CVA 42). *Leyte* won.

## Gitmo Softball Champs

The "Biggest Little Naval Air Station in the World"—Guantanamo Bay NAS—has been awarded the area softball championship trophy for the 1952 season.

No one would dispute claim to the title by the air station team—it dropped only one contest in a 28-game schedule.

Sparkplug of the champion "Flyers" was a 19-year-old seaman, Jess Novak, who rubbed the covers off the record books, winning 18 games in 18 starts. In 127 innings, Jess walked only 27 men, allowed but 12 runs and fanned 259 batters.

## Hawaiian Golf Winners

Championship trophies have been awarded to the winners in the 1952 Fleet Air Hawaii golf league.

In the "scratch" division, Fleet Air Hawaii bested nine other teams in intra-squadron competition with an undefeated season (although tied once). Fleet All-Weather Training Unit, Pacific, was runner-up with eight wins, one tie and one loss. Finishing in third spot was the Air Transport Squadron 21 "B" team with eight wins and two losses.

The handicap play-offs were clinched by linksmen of Airborne Early Warning Squadron One who defeated VR-21's "B" team in the finals. Third place honors were shared by FAW Staff and Utility Squadron One.

Also competing in the tourney were the VR-21 "A" team, Fleet Aircraft Squadron 117, Patrol Squadron 22, Marine Air Transport Squadron 152 and Barber's Point Naval Air Station.

## Texans Take Bowling Title

NAS Corpus Christi, Texas, won the 8th Naval District bowling championship with a score of 14,033. This marks the third time that this station has won the title.

NAAS Cabiniss Field, Texas, took second place with a final score of 13,057, while last year's district champions, New Orleans Naval Station, placed third with 12,589.



NAVY BOXER Doug Jones (left) of *USS Leyte* (CVA 32) trades punches with Greek fighter, Papadomulos, in bout on board carrier at Salonika, Greece.



# SIDELINE STRATEGY

A "three cushion" shot in the opening round of the Los Angeles Open Golf Tournament failed to unnerve Bud Holscher, YNSN, of PhibPac, as the slender, power-driving golfer went on to win the 1953 Los Angeles Open Amateur championship.

The incident occurred on the 18th hole on the opening day of the tournament. Holscher's tee shot landed 200 yards short of the green. He stepped up and fired a long four-wood.

The shot sailed wide of the green, landing squarely on the head of a photographer, careening off a pitcher of ice water on a nearby table and clipping a radio announcer on the chin — before settling 45 feet from the cup.

Undaunted by his freak shot, Holscher calmly stepped up and chipped it in for a one under par, his third straight birdie.

The Pride of PhibPac fashioned a 294 score for the 72-hole tournament with rounds of 72-78-72-72 to finish four strokes ahead of the nearest amateur and two strokes ahead of such pros as Jim Ferrier and Julius Boros.

\* \* \*

With baseball back on the All-Navy sports scene, all teams will be pointing for the coveted diamond championship. The defending All-Navy baseball champion is SubPac, which won the title in 1949, the last year the tourney was held.

In that thrilling series at Honolulu Stadium, SubPac defeated the Quantico Marines 5 to 2, 10 to 6 and 7 to 1, after losing the initial game 5 to 3 in the best-of-five-game series.

Two members of the 1949 SubPac squad are still around and will form the nucleus for the "Raiders" squad this season. Machinist Arthur "Jack" Meacham, player-manager, will be in the outer gardens while the fiery Ernie Gonzalez, ME1, is set for the keystone spot.

Meacham is credited with hitting the longest home run of the '49 series, a 415-foot poke over the right center field wall. Gonzalez took the series batting title with a lusty .462 average.

\* \* \*

AirPac swamped all opposition as it won the 11th Naval District table-tennis tourney with a sailor by the name of Marion A. Trabert showing exceptional ability by scoring twin victories.

This is not too amazing for "Marion A." is better known as "Tony" Trabert of tennis fame, ex-NCAA titlist and a member of the '51 and '52 U.S. Davis Cup tennis team.

Trabert won the ping-pong singles crown by defeating teammate Paul Colen in the finals and then pairing with Colen to capture the doubles title, winning three matches out of four over AirPac teammates John W. Robinson and Laurence F. Sample. — Rudy Garcia, JO1, USN.

## Flying Wave is Bike Bug

Flying either in the air or along the ground, it's all the same to Sally Summers, a Wave electronics technician at NAS Barber's Point, Oahu, T. H. She's equally at home piloting a plane or maneuvering a motorcycle.

Making her solo flight at age 16, Sally has logged nearly 300 hours in the air despite the fact that she has done little flying since enlisting in December 1950. She received her commercial pilot's license for single engine planes while attending Stephens College at Columbia, Mo., from which she was graduated with degrees in aviation and photography.

During her flight training at Stephens she won a trophy for making "spot" landings, a stunt demanding exceptional precision, timing and accuracy.

As for cycling, when Sally left the U.S. in October of last year she had covered more than 19,000 miles in 32 states and part of Mexico on three motorcycles she has owned since 1950. Now added to her cycling itinerary is the greater part of scenic Oahu.

Wave Summers, who went to Hawaii with the second group of enlisted women to be stationed at Barber's Point since World War II, hopes to resume her flying activities while serving at the NAS electronics communication center, so if something streaks over—or past—there, chances are it won't be a suspicious "saucer"—it'll just be Sally the flying cyclist.

## Marines Get Soccer Lesson

When the Fifth Royal Inniskillen Dragoon Guards, the Irish Tank Regiment of the British Commonwealth Division, "invaded" a U. S. Marine sector in Korea, it was all part of a pre-arranged maneuver—the Marines' First Anti-Tank Company had challenged the Irish tankmen to a soccer game.

Despite the fact that the Marines were strictly beginners at the sport, the Leathernecks surprised everyone (mostly themselves) by holding the British booters to a 5-5 tie until the closing minutes of the match when two quick goals gave the Dragoons a hard-fought 7-5 victory.

The Marines picked up some good soccer-playing points and more athletic contests have been planned by the UN units not only in soccer but in basketball and softball.



# THE BULLETIN BOARD

## Here's List of New, Combined and Discontinued Ratings

**Y**OU have probably heard that certain changes will be made in the Navy's enlisted rating structure in the near future. Here's a round-up of what those changes will be.

Changes are needed in the Navy's list of ratings from time to time to keep the ratings on hand in line with the needs of the service. The current change is the second such revamping to take place since World War II and is the result of the work of a Rating Structure Review Board which met in BuPers in 1952.

### No Inquiries to BuPers

BuPers does not desire inquiries or correspondence from enlisted personnel regarding changes in their ratings. Official directives will be issued to implement the transition of all personnel from discontinued ratings to other ratings, to give the new qualifications for advancement to the new or revised ratings, and to establish new Navy Job Classifications where needed.

Personnel eventually affected by the changes *will continue to advance in ratings they now hold*. They will *not* be changed from one rating to another until specific BuPers instructions are issued.

### Definitions of GSR, ESR and EESR

Before you study the summary of new ratings established and discontinued, you should understand the purposes of the different types of ratings.

What is the difference in the terms "*rating*" and "*rate*"?

*Rating* applies to groups of Navy occupations which require basically related aptitudes, training, experience, skills, physical and mental abilities. Within each rating there are four *rates* which indicate the man's pay grade and his level of aptitude and responsibility. A petty officer (pay grades E-4 through E-7) is advanced in his *rating* to the next higher *rate*. In the three lower pay grades (E-1, E-2 and E-3) personnel possess rates but not ratings.

Here are the definitions of the three types of ratings:

### • General Service Ratings (GSR)

are those that represent the minimum needs of the service and are intended solely for use in peacetime by the Regular Navy. They cover broad occupational areas and consequently demand considerable versatility. For example, Draftsman (DM) may be called upon for work in the electrical, illustrative, lithographic, mechanical, structural or topographic fields.

The need for such versatility is that only a limited number of personnel can be accommodated aboard each ship. An adequate number and variety of skills must be available to make the ship self-sufficient for extended periods of operation at sea. Aboard a modern destroyer, for instance, there are 504 individual jobs which must be filled in battle and routine cruising. The maximum number of officers and men who can be accommodated is 335. In addition, in time of battle it is frequently necessary for other crew members to be capable of taking over the duties of casualties.

• **Emergency Service Ratings (ESR)** were established as a result of World War II experiences to meet the conditions of full mobilization when the best use of limited training-in-service time was available and civilian skills were quickly adapted to Navy needs. Therefore, a system for subdividing most of the General Service Ratings into specialties in time of war (or partial mobilization

in national emergencies) has been established.

For example, an Electronics Technician (ET) in the peacetime Regular Navy may in time of full mobilization become an ETN, working on communications equipment only. An ETR will work only on radar; an ETS only on sonar devices. (All ESRs add a third letter to the two-letter GSR abbreviation to show the man's specialty.)

Sometimes ESR and GSR ratings are identical, as in the case of Radarman (RD) and Surveyor (SV). This is because the selection or training for narrower duties within a type occupation is difficult or impractical, or the occupation cannot be subdivided.

The restricted scope of the ESRs often makes them similar to some jobs in industry. It is therefore possible for the Navy to use certain civilian skills after only brief recruit and on-the-job training.

A Navy publication, *Emergency Service Ratings* (NavPers 15799-A), which gives general information on relationship of one type of USNR rating to the other, outlines the duties of ESRs, and shows their relationships to civilian jobs.

All Naval Reservists (except ANR personnel), whether in the Ready, Standby, or Retired Reserve, are classified according to emergency service ratings for purposes of training and advancement. When ordered to ac-





tive duty with the regular establishment, they retain these ratings.

Under the reclassification of Regular Navy men into emergency service ratings planned for full mobilization, Regular Navy members can compete for promotion on an equal footing with Reservists ordered to active duty. Since the Korean conflict does not involve *full mobilization*, personnel in the Regular Navy keep their GSRs. Reservists, however, are ordered to active duty in their ESR. To advance, the men in ESRs take the

GSR exams but are scored only on items dealing with their specialties. At the end of a period of full mobilization, all Reservists who decide to enlist in the Regular Navy must qualify for the more versatile GSRs.

• **Exclusive Emergency Service Ratings (EESR)** are established for some fields where only a few billets exist. These are assigned to Naval Reserve specialists, and cover jobs like that of Photogrammetry Assistant (ESP), which are too specialized or too seldom called for to be retained

in the peacetime Navy organization or in the Naval Reserve. If these jobs are done at all in peacetime, they are assigned as collateral duties of other qualified ratings or to civilian employees at shore activities. Reservists with such Exclusive Emergency Service Ratings keep them when they enter on active duty during a full mobilization.

## Summary of New Ratings

Here is a summary of the new ratings, discontinued ratings and ratings to be combined with others.

New rating opportunities will be opened to qualified Regular Navy enlisted personnel by the establishment of three new General Service Ratings: *Guided Missileman*, *Aviation Guided Missileman* and *Aviation Fire Control Technician*. For Naval Reservists, there are six new Emergency Service Ratings added to the rating structure.

Two guided missileman ratings have been established in order to provide trained personnel in the field of surface-launched and air-launched guided missiles.

The *Aviation Fire Control Technician* rating will be established "to adjust, maintain, test and install all aviation fire control and component equipment."

Two General Service Ratings will be discontinued and absorbed into other GSR ratings: *Printer* (PI) will be combined with *Lithographer* (LI) and *Aviation Electronics Man* (AL) combined with *Aviation Electronics Technician* (AT). Printer personnel will gradually be requalified as Lithographers over a period of four to five years. This action was taken because lithographic equipment is gradually replacing letterpress equipment in the Navy.

The AL rating was combined with the AT rating because the two were being used interchangeably as air-crewmen (operators of airborne electronics equipment). All class "A" AT and AL school graduates are now being designated ATAN.

The six new Emergency Service Ratings established are: *Fire Control Technician A (automatic directors)* (FTA); *Fire Control Technician M (manually controlled directors)* (FTM); *Fire Control Technician U (underwater)* (FTU); *Fire Control Technician G (missile guidance systems)* (FTG); *Damage Controlman*

## CHANGES IN RATING STRUCTURE

### NEW RATINGS

### RATINGS DISCONTINUED

#### General Service Ratings

See Note	Guided Missileman	PI	Printer—To be combined with Lithographer (LI)
See Note	Aviation Fire Control Technician	AL	Aviation Electronics Man—To be combined with Aviation Electronics Technician (AT)
See Note	Aviation Guided Missileman		

#### Emergency Service Ratings

TMT	Tarpedaman's Mate T (Steam/Mechanical)	BMK	Baatswain's Mate K (Canvasman)
TME	Tarpedaman's Mate E (Special/Electric Drive)	TMT	Tarpedaman's Mate T (Mechanical)
FTA	Fire Control Technician A (Automatic Director)	TME	Tarpedaman's Mate E (Electrical)
FTM	Fire Control Technician M (Manually Controlled Directors)	TMS	Tarpedaman's Mate S (Special)
FTU	Fire Control Technician U (Underwater)	RMN	Radioman N (Radioman)
FTG	Fire Control Technician G (Missile Guidance Systems)	RMT	Radioman T (Land Line Telegrapher)
DCA	Damage Controlman A (ABC Defense)	PNR	Personnel Man R (Recruiter)
See Note	Aviation Baatswain's Mate (Airship Rigger)	PNW	Personnel Man W (Chaplain's Assistant)
		DCP	Damage Controlman P (Painter)
		ATA	Aviation Electronics Technician A (Aircraft Equipment)
		ATG	Aviation Electronics Technician G (Ground Equipment)
		ATO	Aviation Electronics Technician O (Ordnance Equipment)
		AOF	Aviation Ordnanceman F (Fire Controlman)

#### Exclusive Emergency Service Rating

See Note	Chaplain's Assistant	ESB	Master-at-Arms (Share)
		ESS	Share Patrolman
		ESK	Chemical Warfareman
		EST	Transport Airman
		ESA	Airship Rigger

NOTE: Rating abbreviations to be determined.

A (*ABC defense*) (DCA) — incidentally ABC means “atomic-biological-chemical”; and *Aviation Boatswain's Mate* (*airship rigger*.) No designation (abbreviation) has been determined for the last rate.

The Board recommended modification of the Damage Controlman rating to include the responsibilities of ABC Defense — atomic-biological-chemical — and the new emergency service rating of DCA was established.

Under *Aviation Boatswain's Mate* (*airship rigger*), a new emergency service rating replaces the former exclusive emergency service rating of *Airship Rigger* (ESA). The general service rating of AB will not require the airship rigger qualifications.

The only new Exclusive Emergency Service Rating established was that of *Chaplain's Assistant*. This rating will absorb the ESR of *Personnelman W* (*chaplain's assistant*) (PNW).

Ten Emergency Service Ratings and five Exclusive Emergency Service Ratings established since World War II are discontinued. These are listed in the accompanying table.

*Torpedoman's Mate* emergency service ratings, *TMT* (*mechanical*) and *TME* (*electrical*) have been revised and *TMS* (*special*) has been disestablished. The new rating *Torpedoman's Mate T* (*steam/mechanical*) will absorb the old *TMT* (*mechanical*). *TME* (*special/electric drive*) will absorb both *TME* (*electrical*) and *TMS* (*special*).

Four new Emergency Service Ratings for the Naval Reserve will be established under the Regular Navy *Fire Control Technician* rating. They are *FTA* (*automatic directors*), *FTM* (*manually controlled directors*), *FTU* (*underwater*), and *FTG* (*missile guidance systems*). The new ESR specializations will provide positive identification for purposes of training and assignment of Naval Reservists on active duty and in Naval Reserve training components which train with fire control systems and guided missiles systems.

In addition to the general service ratings and emergency service ratings combined with other ratings as mentioned above, the following ESRs will be discontinued: *Radioman N* (*radioman*) (RMN); *Radioman T* (*land line telegrapher*) (RMT);

## HOW DID IT START

### Three-Fourths of Earth's Surface Is All Wet

With the exception of a few immense landlocked salt lakes, such as the Dead Sea and Caspian Sea, all of the world's salt water can be included under four broad headings—the Atlantic, Pacific, Indian and Arctic oceans.

Although there are some two dozen better-known seas, Caribbean, Mediterranean, Baltic, Arabian, North and Bering, to name a few, they all actually are arms or subsidiaries of the four main groups.

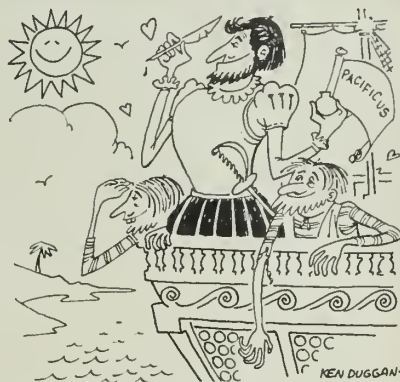
The adventurous expression “to sail the Seven Seas” does not apply to any particular seven bodies of water. The term usually is considered as referring to the greater per cent of the world's ocean area.

Many sailors are under the impression that the Seven Seas, specifically, are the North and South Atlantic, the North and South Pacific, the Indian, the Arctic and Antarctic oceans. Factually, this is erroneous. The term “Seven Seas” appears (and refers to many different bodies of water) in ancient Roman, Hindu, Chinese and Persian literature written long before the oceans were given their present names or even known to many inhabitants of Europe and Asia.

Moreover, map makers have now dropped the “Antarctic Ocean” from their charts. It was ascertained that Antarctica actually is a land-mass continent and the sea surrounding it is not a separate body of water but merely the combined southern reaches of the Atlantic, Pacific and Indian oceans.

The Pacific, the world's largest ocean, was discovered by the Spanish conquistador Vasco Balboa in 1513 but it did not receive its name until seven years later. In 1520, the Portuguese navigator Ferdinand Magellan sailed into this water through the straits bearing his name. Because Magellan found this new sea so placid and relatively free from storms and bad weather after his tempestuous voyage around the tip of South America, he named it “Pacific,” from the Latin “*pacificus*” meaning peaceful.

The second largest ocean, the Atlantic, bears a Latin name meaning “of Atlas.” In



ancient days Mount Atlas and the Atlas Mountains in northwestern Africa were given the name of that character in Greek mythology. Later, “atlantic” came into common use as designating anything pertaining to the Mount Atlas Area.

The Mediterranean Sea, an arm of the Atlantic and the largest inland sea, gets its name from the Latin words “*medius*” (middle) and “*terra*” (land). Literally, Mediterranean means “in the midst of lands.”

Another large division of the Atlantic is the Caribbean (correct pronunciation: Ka-ri-BEE-un, accent on the next to last syllable), so called after the Carib (KA-rib, “a” as in add) Indians which Columbus found inhabiting the Lesser Antilles islands of the West Indies (Caribbean often is mispronounced Kuh-RIB-ee-un).

The Arctic Ocean is so named because it is situated under the northern constellation called the bear (in Latin, “*Ursa*” for which the old Greek name was “*arktikos*” or “*arktos*” and which later in Middle English became “*artik*.” “Antarctic” is from the two words “*anti-arktos*” which mean “opposite the bear.”

The Indian Ocean got its name in a more simple fashion. The ocean lies close to India, hence, “Indian Ocean.”

Altogether, these bodies cover approximately three-quarters of the earth's surface.

*Damage Controlman P* (*painter*) (DCP); *Aviation Electronics Technician A* (*aircraft equipment*) (ATA); *Aviation Electronics Technician G* (*ground equipment*) (ATG); *Aviation Electronics Technician O* (*ordnance equipment*) (ATO); and *Aviation Ordnanceman F* (*fire controlman*) (AOF).

The emergency service rating of *Radioman N* (RMN) will be combined with the general service rating of (RM) *Radioman*. The *Radioman*

*T* (*and line telegrapher*) (RMT) which involved the hand-key operation of land telegraphic systems and use of the Morse Code sounders is now rapidly being replaced by automatic teletype systems.

The duties of *Damage Controlman P* (*painter*) (DCP) will be incorporated into the duties of *Boatswain's Mate* general service and emergency service ratings. BMs must be qualified to supervise the preparation of surfaces for painting and the applica-



tion of paint aboard ship, whereas DCs are not currently concerned with painting except in relation to fire hazards and faulty practices.

*Discontinuation of the ATA (aircraft equipment) and ATG (ground equipment) emergency service ratings (which are to be combined with the general service rating of Aviation Electronics Technician) was ordered because the maintenance of the limited aviation electronic equipment not installed in aircraft does not warrant these specially trained personnel.*

The duties of the emergency service ratings of ATO (ordnance equipment) and of AOF (fire controlman) will be incorporated into the new general service rating of Aviation Fire Control Technician (rating abbreviation yet to be determined).

Five exclusive emergency service ratings, will be deleted. These are Master-at-Arms (shore) (ESB); Shore Patrolman (ESS); Chemical Warfareman (ESK); Transport Airman (EST) and Airship Rigger (ESA).

The ESB and ESS ratings are discontinued because the billets which are filled by men in these ratings can be filled by men in ratings which have too few shore billets to accommodate personnel normally rotated.

The ESK rating will be merged with the Damage Controlman (DC) general service rating and the EST rating is taken over by Aviation Boatswain's Mate and Aviation Storekeeper ratings and the Airman (AN).

The changes outlined above were approved by the Secretary of the Navy and concurred in by Fleet commands and the Bureaus and offices of

the Navy Department which have a technical interest in the ratings affected. Qualifications for advancement in the newly established ratings are now being developed and will be announced by the Chief of Naval Personnel as soon as practical.

Since the rating structure for enlisted personnel constitutes the foundation for the entire personnel administration system, Navymen will be interested in some of the problems considered by the Board other than the above changes in the rating structure.

The numerical expansion of the Navy and increased technical complexity of material have combined to expand the rating structure and require an intricate system of personnel administration, the Board held.

The present rating structure and systems of qualifications, classification, distribution and personnel accounting, are still so new and complicated that no longer can anyone safely assume that long association with the enlisted personnel system will insure a thorough understanding of its administration.

It was the Board's opinion that only when all personnel administrators become as familiar with the system of enlisted personnel management as they are with instructions for the operation and maintenance of ships and material will the desired level of performance in personnel administration result.

The Board warned that there is a trend toward over-specialization. The size of ships restricts the number of personnel that can be accommodated and hence limits the number available to accomplish specialized jobs. Men aboard combatant ships must be capable of performing not just one but several jobs. Any increase in personnel required on board ship necessarily increases the space requirements for berthing, messing, food, refrigeration, ventilation and water. A weight computed in excess of one half ton increase in displacement is required for each man added over full complement. Such increases serve to reduce the offensive power, cruising radius and other fighting capabilities of the ship.

The problem of maintaining, repairing, operating and fighting ships with a limited crew is not new. Our ships have been confronted with the

problem for years. No other solution is practicable than to train the Regular Navy man (GSRs) for multiple duties. Hence, the personnel requirements of the Navy differ from those of the Army, Air Force and the civilian economy. The result is, a highly trained, versatile Navyman. In respect to this problem, the Board concluded that because of the limited numbers that can be accommodated in ships, the Navy must have personnel of high versatility and cannot accept the restrictions of over-specialization in its enlisted ratings.

In considering recommendations for the establishment of new ratings, the Board said that after a new, specialized field has been fully developed and crystalized, if it is apparent that a new rating is in fact needed, and the required qualifications are found to be sufficiently different from those already on hand, only then should the creation of a new rating be considered and another rating established.

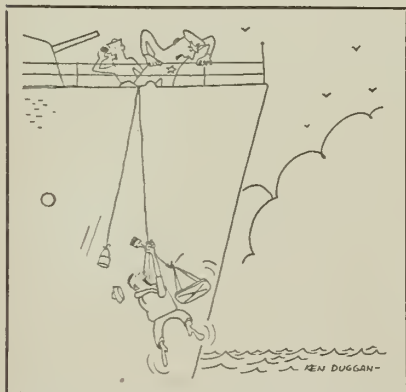
In all, the Board considered 47 recommendations for additions, deletions and mergers of ratings. The final results are listed in the accompanying table. (See page 44.)

## CPOs and PO1s Appointed To Warrant Rank by Board

Appointments to the grade of temporary warrant officer (W-1) have been mailed out to 75 CPOs and PO1s of the Regular Navy and Naval Reserve. These appointments are effective upon acceptance by the recipients. The new WOs will take dates of rank as of 1 Jan 1953.

Appointees of this group were from among those men recommended for appointment by a board convened in April-July 1952. Men who were less than 35 years of age on 1 Jan 1952, who had more than six years of naval service and who were on active duty at the time, were considered by the Board.

The names of the above group were among those which had been placed on an eligibility list. Warrant appointments from this list are made as vacancies occur. WOs were appointed in the following categories: boatswain, gunner, torpedoman, machinist, radio electrician, carpenter, ship's clerk, acting pay clerk and warrant officer, hospital corps.



"Hang on lad, help's coming—and for gosh sake, don't drop that brush. It's the last one we get from supply."

## Regulations on Proceed Time, Travel and Delay Allowed To Newly Commissioned Officers

Many inquiries are received by BuPers and ALL HANDS regarding proceed time, travel time, and delay allowed to officers carrying-out their first duty orders.

A new statement and definitions on the subject are published in BuPers Notice 1321 (6 Feb 1953). At the same time the Bureau announces a revision of "Useful Information for Newly Commissioned Officers," NavPers 10802A (Rev. 1953). Copies of the new booklet will be available at various officer training schools beginning in May.

The basic authority for proceed time, which specifies that an officer ordered to report for duty will report within four days, exclusive of travel time, is found in Navy Regulations, Art. 1229, and BuPers Manual, Art. C-5313(g).

NROTC, ROC students and others in civilian status, when commissioned, are not eligible for *proceed time* in carrying out their first orders to permanent duty, but they may receive the regular active-duty pay and allowances for *travel time* prescribed by BuSanda Manual V, 54205 and 54230.

When travel by private conveyance is specifically authorized in orders to newly commissioned NROTC or ROC officers, one day is allowed for each 300 miles traveled and for each fraction of 300 miles in excess of 150 miles.

On the other hand, when OCS students receive their commissions, they are already on active duty and are therefore considered as making a permanent change of duty station. Hence, the OCS students is entitled to proceed time and travel by private conveyance at the rate of one day for each 250 miles or fraction thereof of 100 miles or more.

A Reserve officer called to active duty is placed on the pay roll when he actually reports for duty in the U.S., or on the date he reports for passage to a duty station outside the U.S. He is then also given credit for active-duty pay and allowances to cover the time required for physical examination and travel as provided by BuSanda Manual V, 54205 and 54230.

Reserve officers may be granted

delay en route to their first duty station and in such case are not in a pay status until they report for duty.

Any delay granted to Regular Navy officers en route to their first duty station is charged against their annual leave.

## Sea Duty Requirements Eased For Promotion to LCDR or Below

The section of the Officer Personnel Act of 1947 which requires line and limited duty officers in the rank of lieutenant of the Regular Navy to complete two years' sea or foreign shore duty, prior to promotion to the next higher grade, has been suspended for the duration of the present emergency, according to the announcement in BuPers Inst. 1412.7 of 12 Nov 1952.

The sea or foreign service requirements are now applicable only to Regular Navy line and LDO officers being promoted to the grade of commander and above.

If an eligible officer has completed all qualifications except sea or foreign shore requirements for promotion, his actual advancement is held in abeyance pending the completion of such sea or foreign shore duty. The pay and allowances for the higher grade accrue, however, from the date of vacancy, and the lineal position of the officer concerned is not affected by the delay.

## USN and USNR Lieutenants On Active Duty Promoted

Lieutenants, 946 in number, have been selected for temporary appointment to the grade of lieutenant commander. Included in this number are line and staff corps officers of the Regular Navy and Naval Reserve. Reservists considered were those who reported for active duty on or before 1 Jan 1953.

The tabulation of line officers is as follows: USN-110, USNR-282, USN (T)-247, LD-30, SD-3, ED-9 and AED-2. Staff Corps selections were made as follows: Civil Engineer-31, Medical-12, Supply-104, Dental-19, Chaplain-25 and Medical Service-72.

Appointments will be issued as vacancies occur. It is expected that some 10 per cent of the newly selected lieutenant commanders will be formally appointed to their new ranks effective 1 April 1953.

The Navy's aerologists are becoming more and more interested in a big wind blowing high in the sky. This is known as the jet stream and it's a wandering, fast-moving stream of air which moves along at from three to 10 miles above



sea level. Its top speed—which can surpass 300 mph—is reached at from five to eight miles up. The jet stream is both wide and shallow, averaging about 100 miles in width and about three miles in thickness.

The jet stream has its main axis between the latitudes of Virginia and southern Florida and ordinarily blows from west to east. Its presence was only suspected during World War II when



it accounted for bombers missing their rendezvous with their fighter escorts, for planes making exceptionally fast—or slow—speeds and for planes being blown far off their course.

Flying with it or against it can make a great difference to an aircraft. Riding with it is like riding in on a surfboard; fighting against it is like swimming out against a rolling surf. In an attempt to obtain more data on the jet



stream, fliers from the Patuxent, Md., air test center fly their specially equipped F3D Skyknights in, around and through the stream. They have already found out, for example, that it doesn't stay in one place, but meanders, snake-like, both sideways and up and down.



## Explosive Ordnance Disposal Course at Indianhead Open To Officers and Enlisted Men

The number of classes convening this year in the basic course, explosive ordnance disposal at the Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indianhead, Md., has been increased to nine instead of four as last year.

The reason for the increase is a greater demand for officers and enlisted personnel qualified in explosive ordnance disposal which has grown out of the current emergency.

Convening dates for classes in the six-month course for the remainder of this year are: 25 May, 22 June, 20 July, 17 August, 14 September and 12 October.

Applications for the course are desired from general line officers, both Regular and Reserve, in the grades of lieutenant (junior grade) and ensign as well as from enlisted personnel with the rating of gunner's mate, torpedoman's mate, mineman and aviation ordnanceman.

All personnel volunteering for this training must be first class swimmers and physically qualified in accordance with article 15-30 of the *Manual of the Medical Department*. A medi-

cal officer's statement of the applicant's physical qualifications must be attached to each request. No requests will be processed without this M.O.'s statement.

Enlisted personnel should have a minimum GCT of 55, an MK ELECT or MECH of 50, and must have 2 years of obligated service or agree to extend their enlistment.

Reserve officers requesting explosive ordnance disposal training must forward with their applications signed statements binding them to serve on active duty for a period of one year following completion of such instruction, if the needs of the service so demand.

Personnel selected for training in explosive ordnance disposal will be ordered to duty under instruction involving demolition of explosives as a primary duty and will be entitled to incentive pay during this period. This will mean more than \$300 to EMs and \$600 to officers who finish this course.

The course includes training in the recognition, operation, and use of underwater and land-explosive ordnance together with the correct methods for rendering safe and disposing of such ordnance.

Each student is trained in the theory, equipment and techniques of

shallow-water and deep-sea diving as related to underwater ordnance disposal work. This training leads to qualification as explosive ordnance disposal technician and as diver second class.

Upon completion of the basic explosive ordnance disposal course, students will be ordered to duty under instruction at the Naval School, Deep Sea Diving, Naval Gun Factory, Washington, D. C., for one month to receive training in underwater swimming using self-contained underwater breathing equipment.

Officers should submit their requests to the Chief of Naval Personnel Attn: (Pers Blllh) via their commanding officers.

Enlisted personnel should submit their requests via their commanding officer to ComServPac or ComServLant as appropriate. Enlisted personnel assigned to continental shore activities should submit their requests to the Chief of Naval Personnel Attn: (Pers B212). Additional information is contained in BuPers Instruction 3571.2A.

## Self-Study Course Open to EMs Applying for Prep. School

Navymen preparing for the service-wide preliminary examination (to be held 6 July 1953) for assignment to the U.S. Naval Preparatory School, Bainbridge, Md., to qualify for entrance examinations for the U.S. Naval Academy, are advised that certain USAFI texts and courses are available for review study.

The candidate may select the educational materials or correspondence courses for the type and level of review work that he feels he may need. For the average student who wishes thorough review coverage of prerequisites, BuPers believes the USAFI correspondence courses are preferable.

The recommended courses for review are listed in BuPers Inst. 1530-18 (29 Jan 1953). Texts and materials may be obtained from information and education officers. Applications for USAFI correspondence courses may also be placed through I&E offices.

The self-teaching and correspondence courses cover the following subjects: algebra, geometry, English (literature and composition), and American history.

## New Enlisted Correspondence Courses Available

Four new Enlisted Correspondence Courses and two newly revised courses are now available from the U.S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists may make application through their Reserve unit. Inactive Reservists may apply direct to the naval district commandant.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses. A complete round-up of Enlisted Correspondence Courses now available was given in ALL HANDS, November 1952, p. 44-46. Subsequent issues of ALL HANDS list new courses that have been published recently.

Title of Course	NavPers No.	Applicable to Ratings
This Is Your Navy.....	91208-1.....	All rates and ratings
Electrician's Mate 1.....	91525.....	CE, CEG, CEL, CEP, EM, EMP, EMS, IC
Chief Electrician's Mate.....	91526.....	CE, CEG, CEL, CEP, EM, EMP, EMS, IC
Utilities Man 1.....	91595.....	UT
Chief Utilities Man.....	91596.....	UT
Stewardsman.....	91691-1.....	TA, TN, TR

Navymen who have completed courses based on the earlier editions of *This Is Your Navy* and *Stewardsman* will benefit by enrolling for the new course.

## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

*The Silver Whip* (1127): Western; Rory Calhoun, Dale Robertson.

*Angel Face* (1128): Melodrama; Robert Mitchum, Jean Simmons.

*The I Don't Care Girl* (1129) (T): Musical; David Wayne, Mitzi Gaynor.

*Mississippi Gambler* (1130) (T): Adventure; Tyrone Power, Piper Laurie.

*No Time For Flowers* (1131): Espionage drama; Viveca Lindfors, Paul Christian.

*Bandits of Corsica* (1132): Melodrama; Richard Greene, Paula Raymond.

*The Man Behind the Gun* (1133) (T): Western; Randolph Scott, Patricia Wymore.

*Ma & Pa Kettle on Vacation* (1134): Comedy; Marjorie Main, Percy Kilbride.

*I Confess* (1135): Drama; Montgomery Clift, Anne Baxter.

*Meet Me at The Fair* (1136) (T): Musical Drama; Dan Dailey, Diana Lynn.

*Blackbeard the Pirate* (1137) (T): Melodrama; Linda Darnell, Robert Newton.

*The Lady Wants Mink* (1138): Melodrama; Ruth Hussey, Dennis O'Keefe.

*Star of Texas* (1139): Western; Wayne Morris, Paul Fix.

*The Star* (1140): Hollywood story; Bette Davis, Sterling Hayden.

*Gun Smoke* (1141): Western; Audie Murphy, Susan Cabot.

*Come Back Little Sheba* (1142): Drama; Burt Lancaster, Shirley Booth.

*The Clown* (1143): Comedy; Red Skelton, Jane Greer.

*Treasure of the Golden Condor*

(1144): Adventure; Cornel Wilde, Constance Smith.

*Cow Country* (1145): Western; Edmond O'Brien, Helen Westcott.

*Jack McCall Desperado* (1146): Civil War melodrama; George Montgomery, Angela Stevens.

*San Antone* (1147): Western; Rod Cameron, Arleen Whelan.

*City Beneath the Sea* (1148) (T): Adventure; Robert Ryan, Mala Pow-ers.

*The Hitch Hiker* (1149): Melodrama; Edmond O'Brien, Frank Lovejoy.

*Tangier Incident* (1150): Spy melodrama; George Brent, Dorothy Patrick.

*Northwest Passage* (1151): Drama; (reissue) Spencer Tracy, Robert Young.

## Four Year College Scholarship For Navyman's Son Qualifying

A four-year, full-tuition scholarship at a leading engineering college has been offered to the son of a Naval or Marine Corps Regular or Reserve officer, enlisted petty officer or non-commissioned officer on active duty, retired or deceased.

The student selected will be awarded free tuition amounting to \$600 a year at Rensselaer Polytechnic Institute, Troy, N. Y.

Application forms may be obtained from the Bureau of Naval Personnel (Pers G212), Washington 25, D. C. To be considered for the scholarship the application must be completed by the applicant and the principal of the last secondary school he attended and returned to the Bureau on or before 1 June 1953.

Candidates for the scholarship will be selected by a board of line and engineering officers convening at BuPers. Selection is based on high school scholarship, class standing, leadership qualities and participation in extra-curricular activities.

The successful candidate will enter Rensselaer Polytechnic Institute in the September 1953 class. In order to keep his scholarship he will have to maintain a grade average of 85.

Naval personnel having relatives or friends whom they consider eligible for the scholarship should bring this opportunity to their attention. Persons on active duty are not eligible.

This is the last year that this scholarship will be awarded.

## Sailor Says a Mouthful But It's All (n) Now

A new recruit at the Receiving Unit, U.S. Naval Training Center, Bainbridge, Md., recently caused a lot of excitement when he stepped up to have his clothing stenciled and announced that he had 29 names!

Here they are, just the way they were entered in the family Bible:

Alexander Morris Gene Saul Ralph Giles Gilbert Motoer Marquis Miles Marion Mayo John Charles James Gordon Bennett Adams Christopher Columbus Elijah Green Eversole Bradley Kin- cade Robert Jefferson Brecken- ridge Stallard.

From this list of names that sound like a morning muster all in itself, young Stallard chose the name "Bennett."

So that's the way the Navy has it — "Bennett (n) Stallard." Little will an unsuspecting yeoman know when he picks up Stallard's service record sometime in the future that that "(n)" stands, not for "none" as is usually the case, but actually for no less than 27 middle names!

## Teaching Teachers to Teach At Instructor Training School

The 1000th student has been graduated from the 13th Naval District's Instructor Training School, Seattle, Wash., marking the close of its three years of "teaching teachers to teach."

Students of the two-week course are officers and selected petty officers of the armed forces whose primary duty is to teach military personnel the knowledge and skill required for advancement. Most of the graduates teach in Naval Reserve units.

The purpose of the instructor training course is to train men in the ability to teach military subjects and the principles and methods of teaching. They are also taught the selection and use of training aids, lesson planning, testing and other teaching techniques.

Graduates of the course have found its methods practical and useful, whether they are teaching the use of the Navy magnetic compass, how to splice and solder, or first-aid artificial respiration.



# Round-Up on New Qualifications for Advancement in Rating

IF YOU are preparing for the August service-wide competitive examinations you will be concerned with the new qualifications for your rating and rate.

A complete new set of "Quals" required of all Regular Navy and Naval Reserve personnel competing for advancement in rating will be distributed to naval commands beginning 26 May. Distribution will be completed in June 1953.

The revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev. 1952) becomes effective upon receipt and applies to the August examinations.

The Navyman who understands the purpose of the 'Quals Manual' is in a better position to make use of it. The manual establishes the Navy's minimum standards for advancement in so far as military and professional qualifications go and permits an orderly and equitable promotion system for all enlisted personnel within a career pattern. The *Quals* are your guide to planning and studying for advancement.

Here is a summary of what you

## Research Unit Helped Compile Changes in Manual

On 1 July 1953, a little-known but important unit, the Naval Personnel Research Field Activity, Washington, D.C., observes the first anniversary of its founding and takes note of its part in compiling the Navy's new revision of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068).

The mission of this activity is stated officially as follows: To implement the occupational research program of the Bureau of Naval Personnel by carrying out field studies; to gather data and information expeditiously in order that developments in personnel and management techniques may progress in step with developments in new weapons and equipment; to support the manpower requirements program of The Research and Development Board; and to implement the Secretary of Defense directives on effective utilization of manpower.



"Look Joe my correspondence course just arrived."

will find in the revised manual and a round-up of the major changes which have been made.

The revision is intended to bring about the following:

- More specific statements of the individual examination subject items.
- A closer relation of "Examination Subjects" to the performance requirements in the "Practical Factors."
- A reduction in the number of requirements limited to "own ship or station."

The manual is not a presentation in detail of *all* duties required of enlisted personnel in their respective ratings and rates. Rather, it is an outline of the *minimum* requirements common to all personnel of a rating for each pay grade level.

Substantial changes have been made in both the *wording* of the *qualifications* and the *format* used for presenting them.

Here is a brief point-by-point explanation of the revised manual's format — it's general arrangement and how it is made up.

Qualifications of enlisted personnel are now, as before, based on the two primary subjects of "military" and "professional" requirements for each rating and rate. Under each primary requirement comes a *Practical Factors* part and an *Examination Subjects* part.

*Practical Factors* refers to qualifications which include *minimum skills and abilities* required for advancement and which can best be *demonstrated by performance*.

*Examination Subjects* include the *minimum knowledge* required for work performance and which can

most accurately be determined by a written examination.

## Military Quals

Let's take a look at the arrangement of the *Military Requirements* — in the front of the *Quals Manual*, pages 1 through 6. Here we find the applicable *Quals* which *all* enlisted personnel (except where indicated for men or women only) are expected to demonstrate as a minimum requirement for advancement to each pay grade.

If you will check the "100 Series" "Practical Factors with the "200 Series Examination Subjects listed below, you will note the *same subdivision titles* are used in both series. This revision in format has enabled the Navy's planners to bring the Examination Subjects in closer alignment with the Practical Factors.

The format is set up like this: *Military Requirements*:

- 100 Series, *Practical Factors*, is subdivided into four sections: 101, *Operational*, listing 16 operational factors; 102, *Maintenance and Repair*, (men only) five factors; 103, *Administrative and Clerical*, 10 factors; 104, *Military Conduct*, nine requirements.

- 200 Series *Examination Subjects*, is also divided into four sections: 201, *Operational*, listing 34 exam subject items; 202, *Maintenance and Repair*, (men only) three exam subjects; 203, *Administrative and Clerical*, containing eight major exam subjects, each subdivided by specific exam test items; 204, *Military Conduct*, listing 45 exam subjects and subdivisions of each test item.

## Professional Quals

The same format is used throughout the new manual for Professional Qualifications except that certain sections are omitted in ratings which do not lend themselves to this presentation.

Following the "100 Series" *Practical Factors* and the "200 Series" *Examination Subjects*, each with the three main subdivisions of Operational, Maintenance and Repair, and Administrative and Clerical, will come a "400 Series" called *Performance Test Instructions*.

Notice that Performance Test Requirements are listed within the 100 or 200 Series, and they apply to 13

ratings. (See box) The "400 Series," included for certain ratings, contains the *instructions for the administration* of the performance tests. Some ratings requiring performance tests *will have no 400 Series entries*. In these cases the 100 or 200 Series entries will refer you to the 400 Series of *another* rating. This is done to avoid repeating the instructions for the same test, such as typing, which is required in several ratings.

The Performance Test Instructions are listed in the 400 Series and concern the preparation, issuance, administration and grading of the tests. These are of two kinds:

- **410 Series Performance Tests (Practical Factors)**—These are tests usually *prepared by local commands* and administered as part of the Practical Factors requirements.

- **420 Series Performance Tests (Examination Subjects)**—These are the tests formerly known as "operational" tests. They are prepared by the U.S. Naval Examining Center and administered locally following the written professional exam.

#### Another Important Change

In the "Applicable Rates" column, or "Applicable Pay Grade" column in the case of military requirements, the rate indicated by number or letter is the *lowest* rate for which each qualification is required. Personnel in all *higher* pay grades must also meet the qualifications prescribed for the lower rates in a rating. For example, if the rate indicated for a qualification is "3", this means that personnel qualifying for third class petty officer and above in that rating are required to meet such qualification.

#### Major Changes in Quals

Here is a round-up of some of the changes made in the qualifications for the General Service Ratings. These are *not*, however, *all* the changes that have been made, only the major ones.

If you are going up in August, you will want to check the new manual. Division officers usually have the opportunity to provide a manual or excerpts from it for those preparing for advancement exams.

*Since the new manual will not be available until shortly before the August exams, your best bet is to do your studying now on the old Quals Manual taking into account the changes noted below.*

Every effort has been made

## WAY BACK WHEN

### USS Missouri Destroyed by Fire!

At ease, men! Our mighty 45,000-ton battleship, the third to bear the name of the Show-Me State, is safe enough. However, the first vessel of that name was destroyed by fire, and a jar of turpentine was the cause of it all.

The original *Missouri*, a steam frigate, was authorized by an Act of Congress approved 3 Mar 1839. She had an over-all length of 229 feet, a 40-foot beam, a mean draft of 19 feet and was estimated at 1700 tons. (It may be noted that although today's *Missouri* is nearly four times longer and two and a half times wider than the first one, the 'Big Mo' has a draft only twice that of her ancestor despite better than a 43,000-ton gain in displacement.)

Launched in January 1841, the original *Missouri* was completed early in 1842 and made a cruise to the Gulf of Mexico from which she returned in the spring of 1843.

On 6 August that same year, under Captain John T. Newton, she sailed for the Mediterranean carrying the United States Commissioner, China-bound via Alexandria,



Egypt. She reached Gibraltar on the 25th of the month. The next evening, while at anchor off Gibraltar, a jar of turpentine spilled in the storeroom and was ignited. The resulting fire spread so rapidly that there was no hope of saving the ship—and the crew barely escaped with their lives.

throughout the new *Quals Manual* to parallel the examination subjects with the practical factors. The exam subjects represent knowledge necessary for performance of practical factors. It is therefore recommended that a thorough review of all practical factors as well as exam subjects be made when preparing for your examination.

#### Deck — Group I

**Boatswain's Mate:** BMs qualifications now specify ability to *train, direct and supervise* seamen in military duties and in all activities relating to marlinspike, deck and boat seamanship. Administrative duties now include preparation of records and reports, especially those pertaining to repairs, equipment, supplies and work programs.

**Quartermaster:** Flashing light and semaphore test requirements have been revised to provide uniform instructions for administering tests on these subjects at the time of examination. A practice period has been provided immediately preceding the official test.

**Radarman:** New quals specifically require RDs to operate and perform operational and preventive maintenance on surveillance and altitude-determining radars and associated

equipment, IFF, and radar counter-measure equipment and CIC displays. As members of a CIC team they must assist in the basic CIC functions of keeping commands informed of location, identity and movement of friendly or enemy aircraft, large missiles, surface and subsurface ships; assist in the functions of target designation, navigation and piloting, anti-submarine operations and tactical deception.

**Sonarman:** In order to be rated, advanced or recommended to Fleet Sonar Schools, sonarmen take the pitch-discrimination and audiometer tests to determine if they meet the minimum auditory requirements set forth in current BuPers Instructions. When assigned to harbor defense, sonarmen will operate and perform operational and preventive maintenance on sonic, electronic and magnetic harbor defense detection equipment.

#### Ordnance — Group II

**Torpedoman:** Substantial revisions have been made in the TM rating. The old Quals covering mine laying, mine sweeping and mine fields have been deleted. The TMS emergency service rating will be disestablished and absorbed in the TME rating in about two years when authorized by



the Chief of Naval Personnel; however, TMS personnel may advance in the meantime.

**Mineman:** Revisions include more specific Quals requiring MNs to check, maintain, test, repair and overhaul mines, depth bombs, depth charges and related equipment; maintain and repair mine laying equipment and serve on surface craft, submarines and tenders and at aviation activities and mine depots.

**Gunner's Mate:** No major change in GM Quals. Practical factors and

exam subjects are detailed more specifically. Qualifications for GMT (Turrets) now begin at the first class PO level.

**Fire Controlman:** No major changes. FC rating now being combined with FT. (See BuPers Inst. 1440.8, 27 March 1953).

**Fire Control Technician:** Substantial revisions in new Quals provide more specific practical factors and exam subjects. Scope of the FT rating revised to include operation of fire control equipment, including

range finders, computers, fire control radars, directors, switchboards and associated units.

## Electronics — Group III

**Electronics Technician:** Quals require ETs to maintain, repair, calibrate, tune and adjust all electronic equipment (except aircraft and ordnance electronic equipment) used for communication, detection, ranging and countermeasures.

## Precision Equipment — Group IV

**Instrumentman:** Complete revision provides for more general Quals for the rating with fields of specialization to be identified by Navy Job Classifications. Major change is in more specific factors for maintenance and repair which are subdivided into 69 specific tasks. Exam subjects are more clearly defined. For example, maintenance covers 56 tasks.

**Opticalman:** No major changes in Quals of the General Service Rating, but practical factors and exam subjects are more specific.

## Administrative and Clerical — Group V

**Teleman:** New Quals modified to delete operation of facsimile equipment. Typewriting and teletypewriting Quals are revised. See Yeoman Quals for performance tests and instructions. Either standard or telegraphic typewriter may be used for typing test, although use of teletypewriter is mandatory if one is available. Exam subjects and performance tests are more specific.

**Radioman:** Substantial changes are provided for receiving and transmitting speeds; performance tests for each rate level are changed. Teletypewriter maintenance is not required.

Teletypewriter tests have been prepared so that either a teletypewriter or a telegraphic typewriter may be used; use of a teletypewriter is mandatory if one is available.

**Yeoman:** Quals which overlapped the PN rating have been removed. Exam subjects are more specific and terminology has been brought into line with Uniform Code of Military Justice. Test instructions for stenography and typing are revised. Speed rate remains the same but method of testing allows more errors as rate of speed of contestant is increased. Five minute practice period allowed preceding the test.

**Personnel Man:** Substantial revisions: Exam subjects more specific

## WHAT'S IN A NAME

### Dolphin or Porpoise?

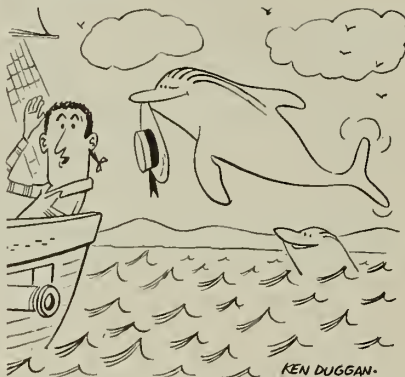
It is night. The ocean is black. A young lookout getting his first war-taste of the whimsical ways of the sea suddenly has his wits scared halfway to Davy Jones' Locker—far there off the port bow and cutting a luminescent course straight for the ship is a "torpedo." But just as suddenly and before the startled sailor can report anything, the "missile" vanishes. As it turns out, the "torpedo" was merely a playful porpoise racing its sleek spindle-shaped body through the phosphorescent ocean.

But just what are these sea-going merry-makers? Are they actually porpoises or are they dolphins? Or are they, perhaps, blackfish or small whales? Sighted from afar they might be any one of the four. They are all cetaceans (aquatic, air-breathing mammals comprising the whale, dolphin and porpoise groups).

The slender, smooth, fish-like bodies of the dolphin family members are, in the majority of species, dark-colored (bluish-black) above, whitish beneath, and the skin is devoid of scales or hair. They have a flat, horizontal tail (their chief means of locomotion) terminating in paired flukes. These mammals are extremely gregarious and congregate in large herds or schools, either to laze about in the surface waters or to feed upon salmon, mackerel, herring or small squid. They have varying but large numbers of small sharp teeth in both jaws.

A common characteristic of cetaceans is the process of expelling tall streams of vaporized air through a valvular opening near the back of the head. When rising to the surface, the mammal discharges warm air from the lungs with considerable force. As this watery exhaust contacts the colder air it condenses into visible vapor. This is the spout associated with the well-known cry of the whaling trade—"there she blows!" Before submerging, the mammal fills up with fresh air.

Sailors are apt to use the names "dolphin"



and "porpoise" interchangeably. This is completely understandable inasmuch as the two closely-related mammals are so similar in general appearance that from a distance it is difficult to distinguish between them. Closer examination will reveal that the basic difference in appearance lies in the snout or beak, the dolphin having a flattened snout produced into more or less of a distinct beak about six inches long, while the porpoise is characterized by a rounded or blunt snout. The head of both, however, has a professorial look, heightened by a sparse moustache of five to seven hairs on each side of the mouth, and the eyes are framed in heavy black "spectacles."

The most playful porpoise is the common or (especially on the American Atlantic coast line) bottle-nosed or harbor dolphin. It is common to the northern Atlantic and Pacific oceans but prefers the waters of inlets and tidal estuaries to the open sea.

The beak-nosed dolphin grows slightly larger than its porpoise cousin, ranging up to 12 feet in length. It is equally as agile as the porpoise in the water and is native to all seas and some large rivers. It is especially abundant in the Mediterranean and many parts of the Atlantic but less numerous in the Atlantic coastal waters where the porpoise is the best-known species.

and revised to meet current procedures. PNR and PNW emergency service ratings will be deleted in about two years when authorized by the Chief of Naval Personnel; however, PNRs and PNWs, may advance in the meantime. Typing performance tests and instructions revised; see Yeoman qualifications 400 Series performance test instructions.

**Machine Accountant:** Operation of multipliers deleted. No major changes except Quals are rewritten more specifically.

**Storekeeper:** Touch typing not required; see Yeoman Quals for typing performance tests and instructions.

### Performance Tests Now Required in 13 Ratings

The revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Rev. September 1952) lists 13 ratings for which performance tests will be required beginning with the August 1953 service-wide competitive examinations.

The following list contains the ratings for which the U.S. Naval Examining Center, Great Lakes, Ill., has prepared performance tests to be given in conjunction with the written professional examination. Substantial revisions have been made in the tests and the instructions for giving them. Also, several ratings will have performance tests for the first time.

Rating		Performance Test
Aviation Electronicsman	AL	International Morse
Booker	ESU	Typing
Disbursing Clerk	DK	Typing
Journalist	JO	Typing
Personnelman	PN	Typing
Quartermaster	QM	{ Flashing Light Semaphore International Morse
Rodioman	RM	{ American Morse (RMT only) Teletyping
Ship's Serviceman, 3 and 2	SH	Typing
Storekeeper	SK	Typing
Telemon	TE	{ Teletyping Typing
Transportation Man	ESR	Typing
Yeoman	YN	{ Typing Stenography
Aviation Storekeeper	AK	Typing

Disbursing duties relating to pay and allowances deleted. Quals pin down specific tasks for practical factors and exam subjects.

**Disbursing Clerk:** No major changes. Quals more specific; terminology relating to military pay record is revised to conform with Department of Defense pay system.

**Ship's Serviceman:** New Quals give a clearer definition of the scope of the SH rating. SHs are required to operate and manage ship's store activities afloat and ashore, Navy exchanges ashore, MSTs exchanges afloat. SHs must determine and carry out operating procedures and maintain records and reports. They may be required to perform clerical, sales and managerial functions in Navy commissary stores. In pay grades E-4 and E-5, they may specialize as barbers, beauticians, cobblers, tailors, laundrymen and dry cleaners. Typewriting is required of store clerks (PO 3 and 2) only; touch typing no longer required. See Yeoman 400 Series for performance test instructions.

**Journalist:** Touch typing is now required; see Yeoman Quals for performance test speeds and instructions. Photography, radio and television requirements more specifically defined. All pay grades now required to make layout of front page of newspaper.

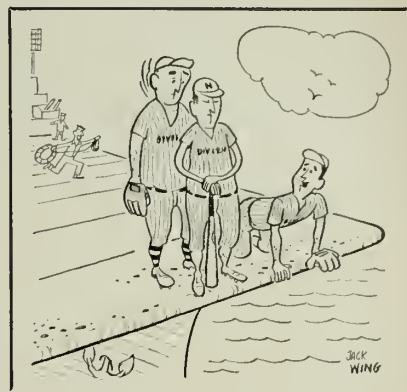
#### Miscellaneous — Group VI

**Printer:** No major change. Quals no longer require operation of multi-color presses. PI rating will eventually be combined with LI over a period of five years.

**Lithographer:** New Quals require LIs to set up and operate electric-powered typewriter-composition machines such as vari-typewriter or IBM proportional spacing machine. Quals rewritten for operational and technical knowledge required of pressmen, cameramen and platemakers.

**Draftsman:** Exam subjects in 201 operational series are more specific for each rate level.

**Musician:** Revised Quals provide more equitable development through petty officer rates. Requirements for E-4, E-5 and E-6 emphasize performance of the individual on his type of musical instrument. Requirements for Chief Musician stress those exam items that are required to develop a well-rounded conductor, arranger and instrumentalist. Requirements for instrumental performances in higher



"Gash! What o' catch!"

rates are reduced. Arranging, harmony, etc., requirements are reduced for the lower rates.

**Seaman:** Complete revision of Quals sets up practical factors and examination subjects in three categories; requirements for men and women, for men only and for women only. Rewritten scope specifically outlines types of duties required of SN rating.

#### Engineering and Hull — Group VII

**Machinist's Mate:** No major change. Practical factors and exam subjects completely rewritten for specific job tasks.

**Engineman:** No major change. Quals completely rewritten; practical factors and exam subjects defined in specific items of operations and maintenance.

**Machinery Repairman:** New Quals of MR delete requirements to operate, maintain and repair auxiliary machinery such as pumps, winches, compressors, evaporators and main propulsion machinery.

**Boilerman:** Quals extensively rewritten; however no major changes.

**Electrician's Mate:** No major change. Quals more specific for each

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

- (b) Measure temperatures at different depths of the sea. The bathythermograph (BT) may be lowered from a ship making as much as 20 knots headway.
- (a) 420 feet.
- (c) Medical Service Corps.
- (b) Supply Corps.
- (a) Hedge hog projectile. It's an ahead-thrown weapon fired from a mortar-type projector mount. It explodes on contact.
- (b) Anti-submarine warfare.



pay grade level; exam subjects more detailed.

**IC Electrician:** New Quals of IC rating require maintenance and repair of IC systems, gyrocompass systems, amplified and unamplified voice systems, alarm and warning systems and related equipment. Practical factors and exam subjects are more detailed.

**Metalsmith:** Performance tests for welders have been revised. Except in emergencies MEs shall not weld on ship's structure or equipment until they pass the welding test. Practical factors and exam subjects are more detailed.

**Pipe Fitter:** New Quals require FPs to perform shipboard and shore base high and low-pressure pipe fitting. New Quals are more specific. No major change.

**Damage Controlman:** New Quals add skills and knowledges required in (ABC) atomic, biological and chemical warfare. No major change in rewritten Quals.

**Patternmaker:** No major change in rewritten Quals.

**Molder:** New Quals require MLs to pour bearings. No major change in rewritten Quals.

## Construction — Group VIII

In this group no changes were made in the Quals for *SV, BU, SW, CD, and CM* ratings.

**Construction Electrician's Mate:** New Quals require CEs to operate and parallel alternators, using either synchroscope or synchronizing lamps; stand generator switchboard watches; be able to operate manual telephone switchboards at advance bases.

**Utilities Man:** Now required to be able to install refrigeration and air-

conditioning equipment at advance bases.

**Construction Man:** Knowledge of mathematics more specifically outlined. Required to operate passenger vehicles and light trucks.

## Aviation — Group IX

**Aviation Machinist's Mate:** New Quals add requirements to service, replace, preserve and "depreserve" aircraft power plants and accessories, propellers and accessories; pumps; oil, fuel and water injection systems, excluding tank replacement. New exam subjects require knowledge of color coding system used in naval aircraft to designate and indicate use of fuel, oil and water injection lines.

**Aviation Electronics Technician:** No major change. More specific Quals established for all rate levels. AL rating will be combined with AT later when authorized by Chief of Naval Personnel.

**Aviation Ordnanceman:** New Quals require knowledge of maintenance and operation of small arms range.

**Air Controlman:** New Quals delete test in flashing light. Quals completely rewritten to provide more specific requirements.

**Aviation Boatswain's Mate:** New Quals provide for more specific tasks and knowledge.

**Aviation Electrician's Mate:** New Quals reduce requirements for specific electrical maintenance, service and repair, and provides more detailed practical factors and exam subjects.

**Aviation Structural Mechanic:** New Quals add requirement to maintain, repair, and align aircraft surfaces and airframe structures; maintain ejection seats, mechanical components of aircraft cabin pressurization and air-conditioning systems.

**Parachute Rigger:** No change. Quals revised for more specific practical factors and exam subjects.

**Aerographer's Mate:** New Quals delete touch typing for AG rating.

**Tradesman:** New Quals require TDs to operate and be responsible for operational and preventive maintenance but not to make repairs to technical-bureau-controlled operational equipment used as components of training devices.

**Aviation Storekeeper:** New Quals delete requirement for touch typing.

**Photographer's Mate:** New Quals

requirements reflect combination of AF and PH ratings. Personnel qualified for flight duties and designated aerial photographers, NJC Code Group PH-8100 to PH-8109, must be able to operate aerial reconnaissance and mapping cameras.

## Medical — Group X

**Hospital Corpsman:** New Quals add practical factor of typewriting for second class PO but do not require touch typing. Personnel designated by Medical Department as technical specialists will be given exams and marks in specialties in accordance with instructions issued by BuMed. New HM handbook will be closely aligned with the rewritten Quals.

## Dental — Group XI

**Dental Technician:** New Quals delete requirement of designing prosthetic appliances. Dental Department study guides will be closely aligned with new Quals.

## Steward — Group XII

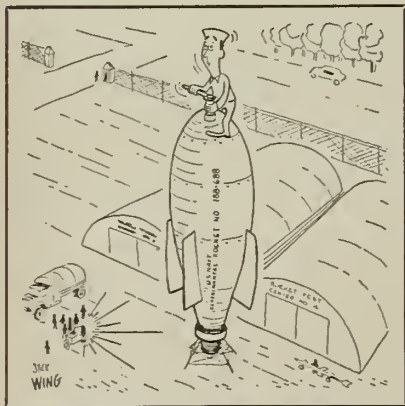
**Steward:** No major change in SD and TN. Practical factors and exam subjects are more specific.

## USNR Officers Selected For Regular Navy Commissions

For the first time since 1946 the Navy has selected a number of officers of the Naval Reserve for Regular Navy commissions. The first selections under the recently inaugurated Regular Navy Augmentation Program named 103 USNR officers for permanent USN commissions.

The program provides for semi-annual selection of a limited number of young officers with outstanding qualifications and sincere motivation for a naval career. Male and female officers of the Naval Reserve on active duty and former enlisted personnel of the Regular Navy presently holding temporary commissions are eligible to apply for appointments. Applications may be submitted on or after 1 July for the 1 September deadline.

Applicants must have had not more than five years of total commissioned service on 1 July of the calendar year in which application is submitted. Active commissioned service will be computed to 1 March and 1 September and total commissioned service will be computed to 1 July of each calendar year. There is no requirement of total commissioned service for Nurse Corps Reserve officers.



"... Five Seconds till take off ... Four ... Three ... Two ..."

## Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

Here is a round-up of the latest legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

**Free Postage** — Public Law 9: Extends the privilege of members of the armed forces serving in combat zones, or hospitalized outside the U.S. as a result of service in the combat zone, of sending first class letters to the U.S. free of charge. Letters weighing not more than one ounce will be sent by air mail when air space is available.

**Allowances for Quarters** — Public Law 8: Extends until 1 July 1955 the provisions of the Dependents Assistance Act of 1950 which provides Allowances for Dependents of personnel of the armed forces.

**Import Quotas** — H.R. 3658: passed by House; passed by Senate; Would extend for two more years the right of members of the armed forces to bring into the U.S. gifts valued at up to \$50 duty free, in addition to his other import privileges as a U.S. citizen. (Under current law, any citizen of the U.S. can bring back up to \$400 worth of goods for his own use).

**Household Effects** — H.R. 3659: passed by House; passed by Senate; would extend for two more years the law exempting household and personal effects brought into the U.S. under government orders from import duty.

**Missing Persons** — S. 1229: passed by Senate; passed by House; would extend for another year with amendments the provisions of the Missing Persons Act which concerns persons

captured by an enemy or hostile force.

**Firearm Souvenirs** — H.R. 3842; introduced; would prohibit servicemen from bringing into the U.S. any pistol, revolver or other firearm not the property of the U.S.

**Foreign Decorations** — H.R. 4164: introduced; would permit officers and enlisted men of the armed forces of the U.S. to accept decorations, orders, medals and emblems tendered them for services rendered during World War II by governments or nations which were co-belligerent or neutral, or from governments of other American republics.

**Naturalization of Servicemen** — H.R. 4233: introduced; would per-

mit the naturalization of any member of the armed forces, not a citizen, who serves for more than 30 days to become a citizen. Related bills are H.R. 1739, H.R. 2004, H.R. 2005, H.R. 2118 and H.R. 1937.

**Income Tax Exemptions** — H.R. 4152: introduced; would extend the present provisions of law which exclude from "gross income" for income tax purposes the total compensation of enlisted men in the combat zone, or who are hospitalized from wounds received in the combat zone. The bill would also extend the present exclusion of \$200 of compensation for commissioned officers on duty in the combat zone, or hospitalized as the result of wounds incurred in combat.

## Research on Cosmic Rays is Carried on in Arctic Areas

The Navy is continuing its research on cosmic rays—the mysterious particles that continually bombard the earth's surface. These rays, coming in from somewhere in space, travel at a rate close to the speed of light.

The most recent cosmic-ray experiments took place during the Navy's 1952 arctic resupply expedition. The purpose of the experiment was to measure "primary cosmic radiation" (radiation that is little affected by the earth's atmosphere.) A secondary purpose of the experiment was to collect data on the possible effect of cosmic rays on radio communications.

Navy and civilian scientists under the sponsorship of the Office of Naval Research and the Atomic Energy Commission took part in the experiment. These scientists launched several large, plastic instrument-carrying balloons from ships located well within the Arctic Circle.

The 14 "Skyhook" balloons were launched from the Coast Guard icebreaker *Eastwind* (WAGB 279).

The balloons used by the scientists ranged up to sizes 100 feet in diameter and as tall as a 10-story building. All balloons used were the constant-level type which level off upon reaching a set altitude—usually around 90,000 feet. As the balloons soared through the atmosphere they were tracked by P4Y2 *Privateers* which operated out of

Thule, Greenland, with Patrol Squadron 23.

"Deacon" rockets, long, thin missiles only eight inches in diameter and 10 feet long, were carried aloft by some of the balloons. When these balloons reached a certain altitude, the rockets blasted loose and zipped upward to about 40 miles. Sensitive instruments in the rocket warheads radioed information back to the scientists.

Other balloons carried photographic plates which recorded the tracks of cosmic rays at altitudes up to 17 miles. Plans called for helicopters from USS *Atka* (AGB 3) to retrieve the photo-plate equipment after it had parachuted to earth. However, blizzards moved in and ruled out this part of the experiment. Scientists hope the Greenlanders and Eskimos will bring in the lost instruments—there is a \$100 reward for each instrument recovered.

Cosmic ray research is carried on in arctic regions because that area lies close to the north geomagnetic pole. In that region (and also at the south magnetic pole) some of the slower-speed cosmic ray particles coming from outer space are pulled off their initial course much less than they are in other parts of the globe. As a result, it is possible to make highly accurate analysis of cosmic rays through measurements that could otherwise only be possible far out in space.



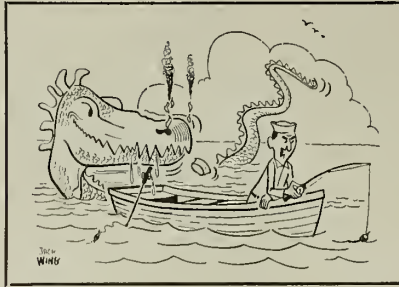
## 'Psy War' Training Open to USN and USNR Officers On TAD from Regular Duty

Training in psychological warfare is available to USN and active duty USNR officers in the grades from LTJG to CDR having the 1100 or 1300 officer designator codes. This training consists of:

- A 12-week course administered by the Army at Fort Bragg, N. C.
- A 16-week course in advanced training at Georgetown University at Washington, D. C. This 16-week course is available to both Fort Bragg graduates and to other officers with qualifying academic background.
- On-the-job training of about six months' duration with the State Department in Washington, D. C.

Graduates of the Fort Bragg course will be given preference for the university course and State Department training. Former applicants for the Fort Bragg or Georgetown courses are requested to re-submit their applications. All applications should be sent via commanding officer to the Chief of Naval Personnel (Attn: Pers-B111h). The letter should give a brief history of Navy and civilian experience and education.

Each of the above three training activities calls for a clearance to handle "secret" material. Training will normally be in the nature of TAD from regular duty stations. Officers due for



"Stop your blasted yelling about sea monsters and fish!"

rotation from present duties may be sent to a new duty station via the "psy war" training activity.

Candidates for the university or State Department training must submit a signed agreement in regard to obligated service in accordance with BuPers Inst. 1520.10. Briefly, this calls for one year of active duty service for each six-month period of schooling in certain special courses.

BuPers Inst. 3410.1 gives details of the psychological warfare training. Usually psy war billets are collateral duty on staffs of fleet and force commanders. Officers assigned such duty will normally have a primary duty assignment in keeping with his regular professional qualifications. The directive defines psychological warfare as the "planned military use of propaganda and other information measures designed to influence the attitudes and behavior of foreign groups."

## Lone Star Pilot Checks Out as Bronco Buster in Riddled Raider

Ensign William Doggett, USN, joined the ranks of Navy pilots who have managed to bring their riddled airplanes back despite extensive damage by enemy flak.

With his AD Skyraider dive-bomber punctured in more than 100 places and with one propeller blade so badly mangled that vibration threatened to shake the plane apart, Ensign Doggett piloted his stricken aircraft more than 100 miles to a safe landing in friendly territory.

Operating with Attack Squadron 145 from the aircraft carrier USS *Kearsarge* (CVA 33), Doggett was flying a combat mission over North Korea when a 37mm antiaircraft shell exploded on the propeller of his plane.

Jagged, foot-long streamers of

metal hanging from the propeller threw the plane off balance and set up a terrific vibration. To add to the trouble, the engine began smoking heavily due to a damaged oil line.

The Texas-born Navy pilot fought the bucking aircraft for 40 minutes, skimming over the top of mountain ranges and skirting towering peaks.

Finally reaching a friendly airstrip, Ensign Doggett circled the field once and set his damaged aircraft down in a perfect landing. The aircraft was turned over to an amazed repair crew — amazed that the plane had even stayed in the air.

Ensign Doggett described his flight to safety as "a cross between riding a reducing machine and a Texas bucking bronco."

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 6 — Advises alien spouses temporarily residing in a foreign country to contact the U.S. consul immediately to determine her status and to get advice as to when she must return to the U.S.

### BuPers Instructions

No. 1085.16 — Calls attention to the requirement for all persons on active duty to wear an identification tag.

No. 1085.17 — Gives passport information for Saudi Arabia and Japan.

No. 1088.2 — Establishes procedures for notification of next-of-kin of Royal Canadian Air Force personnel who become casualties in U.S. territory.

No. 1088.3 — Concerns release of information on naval personnel involved in accidents both within the confines of, and outside, Navy installations in the U.S.

No. 1130.4 — Authorizes the immediate enlistment or reenlistment in the Regular Navy of qualified Naval Reserve personnel on active duty and prescribes the administrative procedures to be followed.

No. 1133.1A — Summarizes instructions concerning reenlistment and voluntary extension of enlistment of enlisted personnel of the Regular Navy and Naval Reserve on active duty.

No. 1301.15 — Announces a program whereby Naval Reserve officers on active duty who are qualified attorneys and are not currently serving in law specialist billets may apply for rotation into legal duties.

No. 1301.16 — Gives the procedure for assignment of Navy and

Marine Corps enlisted personnel to the U.S. Military Academy Preparatory School after they receive an appointment to the Military Academy.

No. 1321.2 — Establishes policies and procedures for issuing temporary additional duty orders to officers and midshipmen.

No. 1336.1A — Prescribes procedures for submission of requests by enlisted personnel, men or women, for recruiting duty.

No. 1440.8 — Outlines policy and procedure for consolidating Fire Controlman (FC) and Fire Control Technician (FT) ratings.

No. 1530.15 — Summarizes the place of postgraduate education in the career of the Naval officer and gives a complete list of naval postgraduate courses available during Fiscal 1953.

No. 1530.21 — Concerns the procedure to be followed in the case of a Navy enlisted man accepted for appointment to the U.S. Military Academy or U.S. Coast Guard Academy.

No. 1626.5 — Discusses physical restraint of naval personnel in a disciplinary status and outlines certain standards for treatment.

No. 1742.1 — Summarizes for commands the forms and information necessary to provide naval personnel with details concerning absentee voting in all states during 1953.

No. 1760.3A — Gives a round-up of state bonuses for veterans of World War I, World War II and the Korean conflict.

No. 1823.2 — Changes the designation of the Fleet Reserve from "Fleet Reserve component of the U.S. Naval Reserve" to the "Fleet Reserve component of the U.S. Navy" and establishes the abbreviation "USNFR."

No. 1850.3 — Summarizes the process of "full and fair hearing" to be

given every officer and enlisted man separated or retired from the service on account of physical disability.

No. 1900.1A — Revises the list of naval activities within the U.S. to which male personnel may be transferred for separation.

No. 1910.5A — Outlines the latest instructions on separation of enlisted personnel on active duty in the Regular Navy and Naval Reserve.

No. 5000.4 — Concerns the proper method of procuring, accounting for and administering Air Force officers on duty with the Navy.

#### BuPers Notices

No. 1710 (13 Feb 1953)—Gives details of All-Navy and Inter-Service boxing championships for 1953.

No. 1421 (24 Feb 1953)—Announces promotion of officers of the Staff Corps of the Naval Reserve to the temporary rank of lieutenant commander.

No. 1761 (25 Feb 1953)—Contains a correction to "Referral Directory for Navy Veterans Counselors," NavPers 15832.

No. 1085 (25 Feb 1953)—Instructs commands to record carefully all duty outside the continental limits in the service records of men being separated so that no one is deprived of mustering out pay.

No. 1520 (27 Feb 1953)—Requests applications from Supply Corps officers for the Freight Transportation and Traffic Management course, Naval Supply Center, Oakland, Calif.

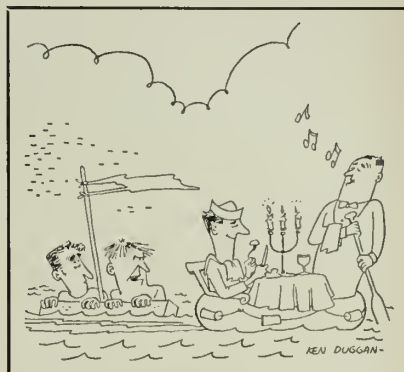
No. 1510 (3 Mar 1953) — Announces the convening dates for classes in the Stenomask system of reporting at the Naval School, Naval Justice, Newport, R.I., for 1953.

No. 1421 (4 Mar 1953) — Lists the names of officers of the Navy and Naval Reserve on active duty temporarily promoted to the grade of lieutenant commander in the line.

No. 1200 (5 Mar 1953) — Announces the various changes approved in the enlisted rating structure and states that qualification for advancement to new ratings will be made in the near future.

No. 1530 (10 Mar 1953) — Lists enlisted personnel provisionally selected for NROTC scholarships on the basis of test scores in the Navy College Aptitude Test conducted in December 1952.

No. 1440 (11 Mar 1953) — Holds in abeyance the authority delegated



"That's the sailor who was bragging that he had a little pull."

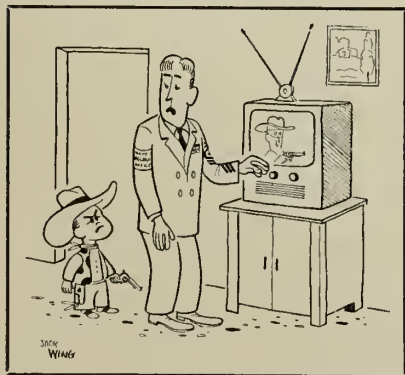
to commanding officers to make changes in rate to or from the rates of Airman and Airman Apprentice.

No. 1700 (16 Mar 1953) — Announces a four-year scholarship to Rensselaer Polytechnic Institute for sons of Naval or Marine Corps Regular or Reserve officers, petty officers or non-commissioned officers on active duty or to a son of a deceased member in the above categories.

No. 1741 (25 Mar 1953) — To acquaint term policy holders of either National Service Life Insurance or U.S. Government Life Insurance policies of the advantage of waiving their premiums.

No. 1400 (26 Feb 1953) — Announces convening of selection board to consider warrant officers of the Regular Navy and Naval Reserve on active duty for promotion to commissioned warrant (W-2) and commissioned warrant officers of the Regular Navy and Naval Reserve on active duty for assignment to pay grades W-3 and W-4.

No. 1721 (27 Mar 1953) — Lists library books in oversupply that are available to ship and station libraries.



"—And what's wrong with 'Victory at Sea'?"



"Says he's strictly a tin can sailor—and if you don't mind he'll wait."



# BOOKS:

FACT, FICTION AND HISTORY  
FOR YOUR MAY READING LIST

**A**DVENTURE yarns, big game hunting and historical novels are among the volumes—selected by Bupers library staff—which are now turning up in Navy ship and station libraries. Here are reviews of some of them:

• *The Racer*, by Hans Ruesch; Houghton Mifflin Company.

Navy hot-rodders and fans of auto racing will be interested in this novel about a famous driver and his rise to fame. This is the story of Erich Lester fighting to reach the top, always seeking a billet on the better European racing teams. At first he wins races only to be passed by in favor of men with "names."

Then Germany begins to produce racers again. With the help of his

young wife and some friends, he gets a contract. His position is midway between that of the team's "aces" and the rookie drivers. Luck, skill and experience pay off, however, and Erich moves up.

Eventually he becomes "number one driver" and, in the eyes of many, "number one heel." His wife deserts him for a younger driver—one who is a likely threat to Erich's position. You'll probably be surprised at how it all turns out.

The book catches the flavor of racing—from the hazards of driving to life in the pits.

★ ★ ★

• *Tennessee Hazard*, by Maristan Chapman; J. B. Lippincott Company.

In this historical novel with an American setting, Hazard—a youthful trouble-shooting diplomat—is sent on a mission to Spanish-controlled Louisiana.

The novel is full of intrigue and counter-intrigue, secession plans, efforts to colonize the frontier country, secret letters and secret couriers.

Mixed up in the plot are the scheming Don d'Alcacer Salcedo—who is seeking power and Hazard's girl friend; a bribe-seeking secretary and the Spanish governor.

There's action and suspense aplenty in this volume.

★ ★ ★

• *Killers in Africa*, by Alexander Lake; Doubleday and Company.

Here's another good book on big game hunting. The author, a long-time professional big game hunter, sets out to tell the "truth about animals lying in wait and hunters lying in print."

Lake systematically goes about his business of debunking some of the wild stories about wild—and often wily—animals found in Africa, and the ways of hunting these animals.

For example, you'll read about the efforts of engineer Patterson who finally got two man-eating lions—after nine months had passed by and some 29 people had lost their lives. You'll read about using grenades to clear out a crocodile-infested pool, and a rousing story about elephant hunting.

If you like thrills with "meat" in them, you'll want to read Lake's book.

• *The Silent Reefs*, by Dorothy Cottrell; William Morrow and Company.

The disappearance of the motorship *Christophe*—lost with all hands in a calm sea—touched off a long and hazardous search.

Returning to their home in the West Indies, Henri and Joseph—brothers of the skipper of the lost vessel—undertake to solve the mystery. If the ship had sunk, why was there no oil slick? Was there an attempt to defraud an insurance company? What connection did the other stricken vessel, *Webber*, have with *Christophe's* disappearance?

These—and many other questions—the two brothers must answer if their family is to continue its shipping service. With borrowed money they set about their tasks. The bulk of the novel concerns their search and its results.

Mrs. Cottrell's story is extremely well-written. She does a fine job of characterization, especially of the two brothers.

★ ★ ★

• *The High and the Mighty*, by Ernest K. Gann; William Sloane Associates.

Here's a flying yarn with a slightly different twist. Imagine yourself on an airliner heading Stateside across the wide Pacific. Some of your fellow passengers are uneasy. One asks the pilot what would happen if one engine should fail, if two should conk out. And so on. Analyze the pilot's studied but seemingly confident answers.

Then it happens. An engine catches fire. The fire is extinguished but, somehow, the fuel tank has been damaged. You won't have enough gas to reach home base. The pilot decides to ditch rather than make an effort to reach shore. You've got three or four hours, though, before you'll be in the drink.

Woven into the main plot of the plane and its impending plunge into the sea are vignettes of the various passengers. One man is bent on killing a big shot executive. A Broadway producer and his wife mull over the former's natural fear of flying. A Korean girl wonders about her first trip to the United States. An invalid, with but a short time to live, philosophizes.

There's plenty of suspense to this tale. More than once you'll be tempted to skim over pages, in an effort to find out what happens.

## SONGS OF THE SEA



KEN DUGGAN

## The Gallant Thunderbomb

She can swim like a duck, and her flag's never struck,

But has captured full many a prize boys!  
Not a ship in the fleet with her can compete,  
She can whip any foe twice her size, boys!  
Heave ha, heave ha, when the big guns blow,  
When the skulkers with affright are dumb, boys!

Why she'll weather any sea, if you'll only let her be,

There's no craft like the Thunderbomb, boys!

There's na craft like the Thunderbomb, boys!  
Why she'll weather any sea, if you'll only let her be,

There's no craft like the Thunderbomb, Thunderbomb, boys!

— Old Forecastle Song

# NAVY TO THE RESCUE



## ARCTIC RELIEF EXPEDITION—1884

A yarn from the pages of *The Rescue of Greely* by Commander Winfield S. Schley, USN, tells how a Navy rescue force battled its way up the coast of Greenland to discover what had befallen a stranded Arctic explorer and his band of heroic men.

*There was only a faint chance, everyone knew, that explorer Greely and his men were still alive. Most people, in fact, figured that they had already died, victims of starvation in the frozen north, another heroic explorer and his party lost.*

*The facts of the case did little to dispel the sense of gloom. Army Lieutenant Adolphus W. Greely, two other lieutenants and 22 men had gone ashore on the coastline of Greenland in July of 1881. Their jobs: to make explorations of the northland and establish several observation stations in the desolate landscape of what is known as Ellesmere Land. That was three years earlier. They hadn't been seen since.*

*Two relief expeditions had failed. The first, sent out in the summer of '82, had had to turn back, its path blocked by heavy ice. The second, sent out in '83, came to a disastrous end when Proteus, the relief ship, was caught up in a vise-like grip of floe ice and crushed to splinters, her crew fleeing to shore.*

*And wasn't it true that Greely had with him only enough food and clothing to last two years? Small possibility that the party could have located enough other caches (left from previous expeditions to the north) to stay alive this long. Moreover, the freezing winds and*

*flying snow of the Greenland winters drain away a man's energy just as the boredom of huddling in a crowded hut drains away his mental fortitude.*

*As the leader of the third relief expedition, Commander Winfield S. Schley, USN, knew all these things. He knew also that he had to whip his "task force" into shape and strike northward as soon as possible to take advantage of even the smallest shred of hope. Once there, he must find Greely—or Greely's body—and recover the careful records which he knew Greely must have kept of his explorations.*

*On 1 May 1884, the last of the ships left New York. Schley had under his command the converted whalers USS Thetis and USS Bear, as well as the British steamer, Alert, loaned to the U. S. for the venture, and a Navy collier, USS Loch Garry. By Mid-June, the force had probed well up into Davis Strait, the icy passage to the North Pole, searching for the lost explorer. No luck.*

*The expedition now moved into Smith Sound. Schley sent parties fanning out to all likely places ashore where Greely might have pitched camp. Hakluyt Island, Pt. Foulke and Littleton Island yielded nothing. From this*

From "The Rescue of Greely" by Commander Winfield S. Schley, USN, and Professor J. R. Soley, USN, published by Charles Scribner's Sons in 1885.



# NAVY TO THE RESCUE

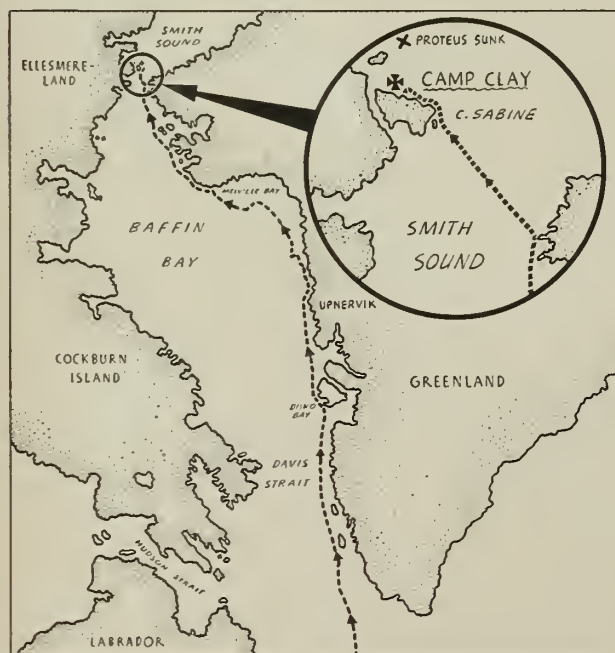
point Commander Schley continues the tale as he set it down in his book describing the expedition.

AS it was evident that Greely had not been at Littleton Island, it was decided to run over to Cape Sabine, take a look at the cairns and caches there, make a new depot of four thousand rations, as a supply on which to fall back in case of disaster, and push north at once. The *Thetis* and *Bear* sailed from Littleton Island, at 3 P.M., on Sunday, June 22d, with a strong breeze increasing at intervals to a heavy gale. Fortunately the strait, at this point about twenty-three miles wide, was comparatively clear of ice, so that no obstruction was met until the relief ships had arrived within a mile or two of their ice anchorage in Payer Harbor, an indentation of the coast on the west side of the Sound, partly enclosed by Brevoort, Stalknecht, and Payer Islands. The water in the bay is deep, but the anchorage is unsafe, being exposed to the heavy ice which drifts through the strait with the strong tides after the break-up of early summer has taken place.

Brevoort Island is the largest and most prominent of the islands, and for this reason doubtless was selected by Nares as the site of his cairn. It lies two miles south of Cape Sabine, around which, three miles to the westward, was the cache made by Beebe in 1882, and a mile further on along the same coast, the wreck-cache where Lieutenant Colwell had landed the stores saved from the wreck of the *Proteus* the year before.

The harbor was frozen over, and the ships were made fast to the northern edge of the ice, just off Brevoort Island. In order that no time should be lost, parties were detailed to examine simultaneously all the depots in the neighborhood. Lieutenant Taunt, with Seamen Yewell, Brock and Mitre, were sent to Brevoort Island, and Ensign Harlow, with Seamen Coffin and McLeod, to the English

CHART SHOWS northward route of rescue vessels *Thetis* and *Bear*, location of Camp Clay and other Arctic points.



cache on Stalknecht Island. A third party, composed of Chief-Engineer Melville, Dr. Ames, and Seaman Lindquist, went to the bottom of Payer Harbor to examine the coast line as far as it was accessible. A fourth party in the *Bear's* steam cutter, afterwards known as the "Cub," was made up of Lieutenant Colwell, Chief-Engineer Lowe of the *Bear*, the two icemasters, Norman and Ash, a coxswain and two men. They set out to go around Cape Sabine and look at Beebe's cache, and at Colwell's wreck-cache.

It was intended that, as soon as a satisfactory examination had been made and a depot landed, the ships should advance without delay into Kane Sea. In fact, at the time the cutter started, the crew of the *Bear* was getting provisions on deck to be in readiness for the sledge-journey that was to be made northwards, after the ships were stopped by the fast ice. As the cutter left the ship, Colwell picked up a can of hard-tack and two one-pound cans of pemmican, as he thought that his party might be out all night, and a little of something to eat would not go amiss.

Within half an hour after the first parties had left the ship, cheers were heard above the roaring of the wind. At first it was impossible to tell from what quarter the sound proceeded, but soon the cheering was heard a second time more distinctly, in the direction of Brevoort Island. Almost immediately after, Ensign Harlow was observed signalling from Stalknecht Island. His message read: "Have found Greely's records; send five men."

Before this request could be carried out, Yewell was seen running over the ice toward the ships, and a few minutes later he came on board almost out of breath with the information that Lieutenant Taunt had found a message from Greely in the cairn on Brevoort Island. Yewell brought the papers with him.

The papers told how the expedition, during its two years at Lady Franklin Bay, had marked out the interior of Grinnell Land, and how Lieutenant Lockwood had followed the northern shore of Greenland, and had reclaimed for America the honor of "the farthest north." But there was no time now to think of what the expedition had accomplished, — that was already a matter of history. The pressing question was, where was Greely's party now? and to that question it was too probable that there was but one answer.

The excitement of the moment was intense, and it spread with the rapidity of lightning through both the ships. It was decided instantly to go on to the Cape, and a general recall was sounded by three long blasts from the steam whistle of the *Thetis*.

\* \* \*

The records had named the wreck-cache [supplies gotten to shore from the wreck of the *Proteus* — Ed.] as the site of Greely's camp, and preparations were made at once to go there. The cutter with Colwell and his party on board, had not yet got away, having been stopped by the cries from the shore, and she now steamed back under the stern of the *Thetis*. Colwell was directed to go to the site of the cache and look for the explorers; and if any were alive — of which the record gave little hope — to tell them that relief was close at hand. As he was about to leave, he called out for a boat-flag, and one was thrown to him from the ship. This was bent on a boat-hook, and set up in the stern of the boat.

Before the cutter had disappeared to the northward the commander of the expedition had gone on board the *Bear*, and the ship was under way, following the track of

the cutter around the cape. The detachment under Harlow, which had found Greely's scientific records and instruments on Stalknecht Island, and the other party under Melville, some of whom had not yet returned, were to come after in the *Thetis*, which was left behind to pick them up. The passage which the ships and the cutter were to make was about six miles, although from Payer Harbor to the wreck-cache, in a straight line, across the rugged neck of intervening land, it was less than half that distance. Fortunately the southerly gale had set the ice off shore into Kane Sea, leaving a clear passage around for the vessels.

It was half past eight o'clock in the evening as the cutter steamed around the rocky bluff of Cape Sabine, and made her way to the cove, four miles further on, which Colwell remembered so well from his hurried landing with the stores on the terrible night following the wreck of the *Proteus*. The storm, which had been raging with only slight intervals since early the day before, still kept up, and the wind was driving in bitter gusts through the openings in the ridge that followed the coast to the westward. Although the sky was overcast, it was broad daylight, — the daylight of a dull winter afternoon, — and as the cutter passed along, Colwell could recognize the familiar landmarks of the year before; the long sweep of the rocky coast, with its ice-foot spanning every cove, the snow gathered in the crevices, the projecting headlands, and the line of the ice-pack which had ground up the *Proteus*, dimly seen in the mists to the north, across the tossing waters of Kane Sea. At last the boat arrived at the site of the wreck-cache, and the shore was eagerly scanned, but nothing could be seen. Rounding the next point, the cutter opened out the cove beyond. There, on the top of a little ridge, fifty or sixty yards above the ice-foot, was plainly outlined — the figure of a man!

Instantly the coxswain caught up the boat-hook and waved his flag. The man on the ridge had seen them, for he stooped, picked up a signal flag from the rock, and waved it in reply. Then he was seen coming slowly and cautiously down the steep rocky slope. Twice he fell down before he reached the foot. As he approached, still walking feebly and with difficulty, Colwell hailed him from the bow of the boat:

"Who all are there left?"

"Seven left."

As the cutter struck the ice, Colwell jumped off and went up to him. He was a ghastly sight. His cheeks were hollow, his eyes wild, his hair and beard long and matted. His army blouse, covering several thicknesses of shirts and jackets, was ragged and dirty. He wore a little fur cap and rough moccasins of untanned leather tied around the leg. As he spoke, his utterance was thick and mumbling, and in his agitation his jaws worked in convulsive twitches. As the two met, the man, with a sudden impulse, took off his glove and shook Colwell's hand.

"Where are they?" asked Colwell.

"In the tent," said the man, pointing over his shoulder, "over the hill — the tent is down."

"Is Mr. Greely alive?"

"Yes, Greely's alive."

"Any other officers?"

"No," Then he repeated absently, "The tent is down."

"Who are you?"

"Long,"

Before this colloquy was over, Lowe and Norman had



ONE WEEK after his rescue, Army LT Adolphus W. Greely is shown standing by wheel of converted whaler Bear.

started up the hill. Hastily filling his pockets with bread, and taking the two cans of pemmican, Colwell told the coxswain to take Long into the cutter, and started after the others with Ash. Reaching the crest of the ridge, and looking southward, they saw spread out before them a desolate expanse of rocky ground, sloping gradually from a ridge on the east to the ice-covered shore, which at the west formed a cove. Back of the level space was a range of hills rising up 800 feet, with a precipitous face, broken in two by a gorge, through which the wind was blowing furiously. On a little elevation directly in front was the tent. Hurrying on across the intervening hollow, Colwell came up with Lowe and Norman, just as they were greeting a soldierly-looking man who had come out from the tent.

As Colwell came up, Norman said to him:

"This is Sergeant Brainard."

Brainard immediately drew himself up to the "position of the soldier," and was about to salute, when Colwell took his hand.

At this moment there was a confused murmur within the tent, and a voice said:

"Who's there?"

Norman answered, "It's Norman — Norman who was in the *Proteus*."

This was followed by cries and a sound like a feeble cheer.

Meanwhile one of the relief party, who in his agitation and excitement was crying like a child, was down on his hands and knees trying to roll away the stones that held down the flapping tent cloth. The tent was a "tepid" or wigwam tent, with a fly attached. The fly with its posts





THETIS AND BEAR encountered heavy ice on northward journey. At one point, rescuers planned to continue by sledge.

and ridge-pole had been wrecked by the gale which had been blowing for 36 hours, and the pole of the tepik was toppling over, and only kept in place by the guy ropes. There was no entrance except under the flap opening, which was held down by stones. Colwell called for a knife, cut a slit in the tent cover, and looked in.

It was a sight of horror. On one side, close to the opening, with his head toward the outside, lay what was apparently a dead man. His jaw had dropped, his eyes were open, but fixed and glassy, his limbs were motionless. On the opposite side was a poor fellow, alive to be sure, but without hands or feet, and with a spoon tied to the stump of his right arm. Two others, seated on the ground, in the middle, had just got down a rubber bottle that hung on the tent pole, and were pouring from it into a tin can. Directly opposite, on his hands and knees, was a dark man with a long matted beard, in a dirty and tattered dressing-gown with a little red skull cap on his head, and brilliant, staring eyes. As Colwell appeared, he raised himself a little, and put on a pair of eye-glasses.

"Who are you?" asked Colwell.

The man made no answer, staring at him vacantly.

"Who are you?" again.

One of the men spoke up: "That's the Lieutenant — Lieutenant Greely."

Colwell crawled in and took him by the hand, saying to him, "Greely, is this you?"

"Yes," said Greely in a faint, broken voice, hesitating and shuffling with his words, "Yes...seven of us left...here we are...dying...like men. Did what I came to do...beat the best record."

Then he fell back exhausted.

The four men in the tent with Greely were two sergeants, Elison and Fredericks; Bierderbick, the hospital steward; and Private Connell, who with Brainard and Long were all that remained of the twenty-five members of the Lady Franklin Bay Expedition.

The scene, as Colwell looked around, was one of misery and squalor. The rocky floor was covered with cast-off clothes, and among them were huddled together the sleeping-bags in which the party had spent most of their time during the last few months. There was no food left in the tent but two or three cans of a thin, repulsive-looking jelly, made by boiling strips cut from the sealskin clothing. The bottle on the tent-pole still held a few teaspoonfuls of brandy, but it was their last, and they were sharing it

as Colwell entered. It was evident that most of them had not long to live.

Connell was for the moment in the worst condition of all. When Colwell first saw his nearly inanimate body, it seemed that life was extinct; and in fact he had almost ceased to breathe. He was speechless, his heart barely pulsating, his body cold, and all sensation gone. The brandy which his companions were giving him revived him a little, and with returning consciousness, he could just gather the idea that relief had come, and that he must brace himself to live.

Elison, who was next him, though not in such dire extremity, was little better off. His hands and feet had been frozen off in a journey made seven months before, in a vain attempt to get the English meat at Cape Isabella, and all that time he had lain helpless in his sleeping-bag. Cared for by the others, his mind and body had wasted somewhat less than theirs, but he had nearly reached the limit of his endurance.

The two others in the tent, Sergeant Fredericks, and Bierderbick, the hospital steward, were too weak and exhausted to stand long, much less to walk. Their worst symptom, apart from their weakness, was their swollen condition. In their experience of the last six months, when they had seen the others pass away, one after another, they had learned to recognize this as the surest sign of the approaching end, and although now their faculties were more or less blunted, they had realized that the hand of death was on them, and that a little more would put an end to the horrors of existence.

Except Connell and Elison, the feeblest of the party was Lieutenant Greely. His strength was failing fast. He could not stand upright, and for some time he had not left his sleeping-bag. He lived on the food which the others brought him, but all pangs of hunger had ceased, and his wasted form and sunken eyes and swollen joints told plainly enough what was [his condition].

The two other survivors of the party, Long and Brainard, who had been first found, were in somewhat better condition. They were men of more than ordinary endurance. Brainard, though much weakened, had latterly been Lieutenant Greely's right-hand man. Long had been the hunter for the starving party, and it was necessary to increase his pittance of food above that of the others, so that he might have strength for his work, but the effects of his continued effort could be seen in his wasted body.



His journeys had grown shorter and shorter from week to week, and in the stormy weather which prevailed during much of the time at Cape Sabine, he could not go at all.

As soon as Colwell understood the condition of affairs, he sent Chief-Engineer Lowe back to the cutter to put off to the *Bear* with Long, to report what had happened, and bring off the others with the surgeon and stimulants.

It is not easy to give an idea of the desolate and horrible aspect of this bleak and barren spot, as it looked to those who reached it on that memorable Sunday in June 1884.

Fifty yards beyond the tent, on a slope that formed the eastern side of the plain, were the graves where ten of the party were buried — the two Lieutenants, Kislingbury and Lockwood, the Eskimo Christiansen, and seven others, Cross, Linn, Jewell, Ellis, Ralston, Whisler, and Israel. The grave of Sergeant Cross, who was the first to die, was marked by a row of stones surrounding it, and the next two or three also showed signs of having been made with care. [The body of another man, Private Charles Henry, was found a little way off where he had been shot to death as punishment of stealing food from the others — Ed.]

Gradually, all the survivors were restored, though they seemed to have given up hope. They had ceased to think much about anything, or even to feel much. The craving for food was almost gone, and it was not until they had had some that it came back, like a drunkard's craving for rum. As soon as they had taken a little food, they wanted to eat voraciously anything they could get. If they had had good weather they might have been much better off,

but the storm, which had kept up for two days with incessant fury, had weakened them, broken their spirits. They could not go out for food, for they were too weak to stand against the wind; and their tent, which had made at least a habitation, had been wrecked the day before, and although it had fallen down almost on them, they could not raise it up. A little more and the other pole would have gone, leaving them buried in the covering, or if they had managed to crawl out, without shelter from the elements.

All were eager to leave the place which had been their refuge for the past eight months. When Long had once got off to the ship, although he had left the tent expecting to return, he had no wish to go back, even for a moment. The only feeling among them was a desire to get away from the scene of their suffering; and when in answer to their questions, they were told that the surgeon must decide when they could be moved, Greely said plaintively, "It seems so long to wait."

With constant care during the return voyage, all seven men including the grievously injured Elison, recovered from the ordeal. By the time Schley's ships reached Portsmouth, N.H., all were well on the mend. But it had been a close call. Commander Schley, in his official report to the Secretary of the Navy, William E. Chandler, stated that a mere 48 hours more of exposure to the wintry blasts of Greenland probably would have brought death to all of the heroic seven.

[Editor's Note: Greely went on to become a major general in the Army, and lived to the ripe old age of 90.]

**RESCUED AT LAST**—Greely and the six other survivors are taken from their battered tent to the waiting rescue ships.





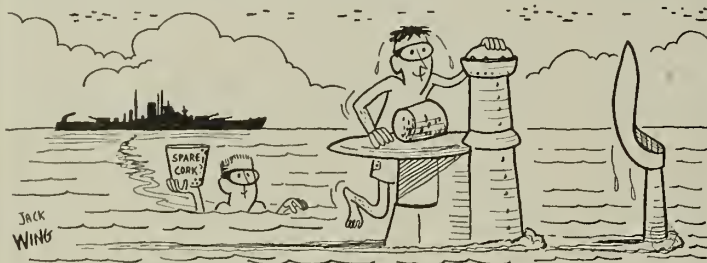
# TAFFRAIL TALK

A LONG with the full budget of important and significant news items received by ALL HANDS every day, comes a number of interesting sidelight items. Here are a few that have lately come across our desk:

- Off the coast of Korea, "Schatzie," the two-year old female Dachshund mascot of the carrier *Oriskany* imperturbably gave birth to four small pups — one male and three females — while *Panther* jets and *Skyriders* took off noisily from the flight deck to pound the enemy. The elongated "Schatzie" had previously established another record, as the first female ever to sail around Cape Horn's treacherous waters aboard an aircraft carrier.

- Out at Camp Pendleton, Calif., a dungaree-clad Marine private is one of the Corps' few "Horse Marines." The private rides Old Dobbin every day on a complete circuit of the grounds of the Naval Ammunition Depot there, checking for breaks in the fence or stray cattle.

- To combat snorkel-equipped submarines, crewmen of USS *Helena* (CA 75) have suggested a new enlisted rating: "Snorkel Corker." To earn the new rating, a person has to "make contact



with a submarine, swim up to it and shove a cork in its snorkel tube. This action, naturally, will force the submarine to the surface where it can be dealt with by gunfire" — presumably *Helena's*.

- At Naval Air Facility, Yokosuka, Japan, it looks like the Good Old Days. Haircuts currently cost 10 — count 'em — 10 cents; shampoos 25 cents . . . Lieutenant James Hahn, who heads the helicopter unit operating from the carrier *Valley Forge*, has dubbed his 'coper the "Last Chance Taxi."

- Donald Dobson, TESN, reporting for duty under instruction at the Teleman School at Great Lakes took a look at his new mattress. Stenciled on it in big black letters was "J. L. Dobson." Why not — the mattress had belonged to Donald's brother who had graduated from the school only the week before!

\* \* \*

The Navy has got the "itch" out of its "longies."

Last winter for the first time, Navy personnel were issued a new cotton knit style of underwear that has been developed by the comfort-conscious Bureau of Supplies and Accounts.

The cotton is warmer than wool because of its honeycomb weave, the Bureau says, costs no more and lasts twice as long.

\* \* \*

Rotation, it seems, is more than just a personnel problem. A recent directive issued by the Bureau of Supplies and Accounts gave due consideration to "Lima Beans, canned; rotation of."

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Gun crew climbs up from the magazine after practice drill on board USS *Worcester* (CL 144). Photo by LT E. L. Hayes, USN. ➡







★  
★  
★

★ ★ ★ ★

**high standards of performance**

**ARMED FORCES DAY 16 MAY**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

359,05  
A416

JUNE 1953







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1953

Navpers-0

NUMBER 436

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN

The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN

Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
'Service Craft Navy' — At Your Service.....	2
The Word .....	6
Sailor-Inventors Work to Make Things Easier.....	8
Two New-Type Ships Soon to Join the Fleet.....	11
ERC Can Do a Lot for You and Your Ship.....	12
Show Me London .....	15
Three Years of Fighting in Korea.....	16
Survival on TV .....	21
Navy Wins Interservice Hoop Championship; Boxers Place Third .....	22
Letters to the Editor .....	26
Special Feature	
How Navy's Top Command Team Operates..	31
Chart: Organization of the Naval Establishment .....	32
Today's Navy .....	36
News of Other Navies .....	42
Bulletin Board .....	44
Ships, Units Eligible for Combat Pay.....	44
Rules, Benefits for Reenlistment.....	46
Revised Regulations on Separation of EMs.....	50
Directives in Brief .....	54
Decorations & Citations .....	56
Book Reviews .....	58
Book Supplement — Tin Can Navy Duty: 1918....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdel, Reserve

• FRONT COVER: Talking over tricks of the tugboating trade, crews of YTB 365 and YTB 390 stand ready for next assignment at Pier Seven, NOB Norfolk.

• AT LEFT: Back from four fighting months in Korea; 2700 sailors receive praise of RADM Charles C. Hartman, CamDes-Lant.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.







AMMUNITION is loaded from ship into open lighter. Note tugs and other lighters among service craft in background.

## 'Service Craft Navy'—At Your Service

THE cruiser was lying at anchor in the naval base. Topside, deckhands were working about the deck when a fuel oil barge eased up alongside. As mooring lines and fuel oil hoses were passed over, a cruiser sailor said to his buddy, "They sure got a lot of sailors serving on that little oiler."

His shipmate, an old service craft sailor himself, proceeded to enlighten the deckhand on the facts of life in the "service craft navy."

"When a service craft takes on even a routine job it's practically an all hands operation," he said. "Outside of the boat captain there at the wheel in the pilot house, and one or two engineers down in the engineering spaces, you can see all the rest of the crew out on deck—heaving around."

There are several other points the old-time service craft sailor might have mentioned. Considering naval vessels of all categories, service craft average out as the smallest in size—with correspondingly small crews. But their jobs are broad and varied. They almost always have an enlisted

"skipper" or "boat captain" and an enlisted "chief engineer." As a result, they are carried on the books as "In Service" rather than "In Commission," the designation given a naval vessel under the command of a commissioned officer. Therefore few service craft fly a commission pennant.

The typical "all-enlisted" crew of a self-propelled service craft will usually number from 6 to 14 and will be skippered by a CPO or PO1. Most enlisted boat captains are boatswain's mates but now and then you will see a quartermaster in charge.

The "chief engineer" in the "service craft Navy" is usually an engineer first or second. The "assistant boat captain" will be a BM3 who keeps the craft's records and supervises maintenance. Assisting the chief engineer will be an EN3 and two or three firemen. A rated electrician's mate will round out the engineering force. Two, three or four seamen will make up the deck force. A rated commissary man is in charge of galley operations for those with a mess.

Versatility is the keynote of service

craft. One veteran boat captain, Robert McKinney, BMC, USN, recently underlined this in describing a "long cruise" made by one of the craft he had under his charge—YF 294. This self-propelled covered lighter, being redeployed, made the run from Guantanamo Bay, Cuba, to Norfolk, Va., with a "short crew" of five: two firemen, two seamen deckhands and a third class quartermaster.

The QM3 doubled in brass as cook and the fireman looked after both the propulsive machinery and electrical components. Not only did Chief McKinney have to do his regular duties (boat captain and navigation), but he also had to direct repairs on the diesels during an engineering breakdown. The greater part of this cruise was made during one of the season's worst storms, but the little 133-foot-long YF took the 1000-mile trip in its stride.

Altogether there are more than 50 types of service craft. Most types have a mission of service—service to other ships and activities. A few types, however, are "non-servicers," but never-



theless they are listed as service craft since they do not logically fit into other naval vessel classifications. Included in the second group are mine sweeping boats (MSBs), motor torpedo boats (PTs), motor mine planters (YMPs), coastal yachts (PYCs).

Service craft also fall into "self-propelled" and "non-self-propelled" categories. As a general rule, self-propelled craft have accommodations for feeding a small crew; non-self-propelled ones are "no-crew" craft.

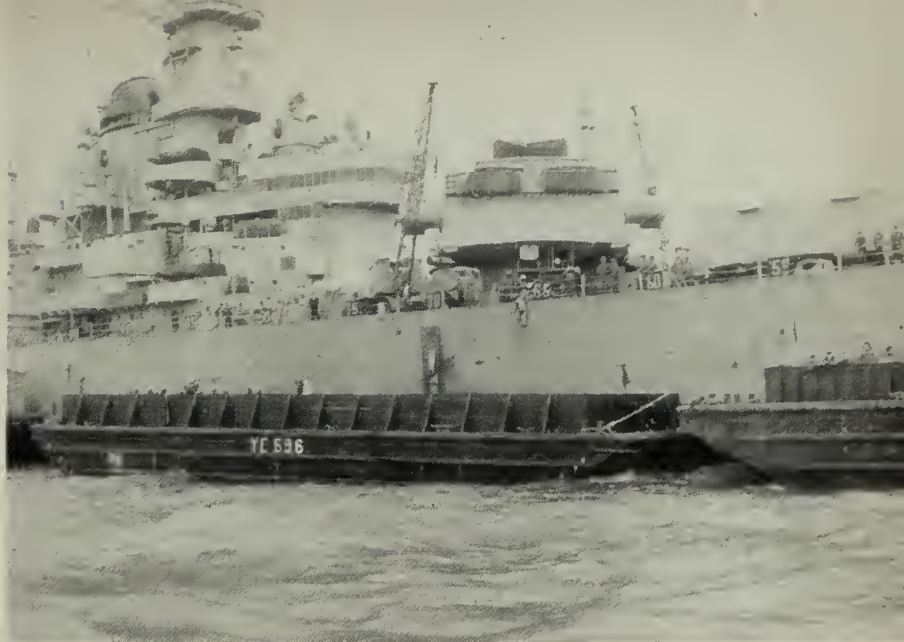
Usually a service craft's designation gives a good cue to its specialty. Here are some of the typical jobs they are called upon to do, and four representative self-propelled types that are equipped to do them:

- An attack transport is swinging to the buoy at an advance base. Soon to get underway, she needs several thousand gallons of fuel oil to "top off." So a *fuel oil barge* (YO) proceeds out to the transport, sends over fueling lines and starts pumping.

- An aircraft carrier needs aviation gas for her brood of planes. Transferring this highly inflammable liquid is dangerous business and is often done "out in the stream" away from pier-side. A *gasoline barge* (YOG) loads up and stands out to give the big carrier a full load.

- Before entering port, a destroyer has a breakdown in her evaporators. As a result, fresh water reserves have dropped dangerously low. Unable because of other commitments to go alongside a pier and forbidden by port regulations to operate her "evaps" in port, the DD is in a bad way. So a *water barge* (YW) loads up at the waterfront area and unloads into the thirsty destroyer.

- An LST is at a naval shipyard



OPEN LIGHTER (YC) takes ammunition from USS Missouri (BB 63). Navy has 16 kinds of lighters, ranging from cargo and garbage to 'special purpose.'

pier winding up her yard overhaul and is scheduled to get underway soon. Several miles up the river is a supply depot where ship's supplies are assembled. A self-propelled *covered lighter* (YF) boom-whips the needed supplies from the supply depot wharf to her deck, then transports them downstream to the moored LST and sees them safe aboard.

Most of these self-propelled types have a non-self-propelled counterpart. Doing the same sort of job in most cases, the non-self-propelled craft are moved around the harbor by the "work horse" service craft—the *yard tug*. When the propellerless and crewless barges with their load of fuel oil, gasoline or water are on the job they are manned by men from a

local base operations activity. Many times these barges will remain stationary alongside the wharf while the vessel being serviced comes in and moors alongside the barge.

Because of the nature of their duties, several types of service craft make relatively few moves. Among these are the *gate vessel* (YNG), *torpedo testing barge* (YTT), *oil storage barge* (YOS), *floating workshop* (YR), *house boat* (YHB) and *bar-racks ship* (APL).

The specialization of these types offers a clue to still another characteristic of the service craft Navy. Wherever units of the afloat navy assemble, you'll see a representative assortment of service craft.

On the other hand, many service

COVERED LIGHTER (YFN) is nosed alongside Navy ship by tug (YTB). Yard oiler (YO) is in the background.







ENLISTED SKIPPER W. A. Nagy, BMC, keeps lookout as helmsman W. P. O'Connor, SN, holds YOG on course.

craft types tend to be restricted in location to a particular form of activity. You're far more likely to see a *bar-racks ship* (APL), for example, at an advanced base than at a continental U.S. base. Reason: Berthing and messing facilities usually are well established at Stateside shore activities—a condition less likely to exist at an advance base. A *submarine repair and berthing barge* (YRB) would be found, naturally, at activities dealing with subs.

Many service craft are one-specialty vessels—and necessarily so. It is difficult to think of a *diving tender* (YDT) doing any other job than offering services to divers; or of a *dredge* (YM) doing jobs other than dredging away at the bottom of a harbor or deepening a channel.

Contrasting with service craft which are "more-or-less-stationary" are those on the move "part of the time." Typical of these are the three types which the Bureau of Yards and Docks designs and builds. (Others are designed by the Bureau of Ships.) These three are the *dredge*, *floating derrick* (YD) and *floating pile driver* (YPD). When their dredging, lifting or driving job is finished in one part of the base, they are towed away to another section for another job.

Finally, there are those service craft that are seemingly on the go all the time. This brings in one of the most frequent of base and harbor scenes, one you have probably seen many

times—a *tug* charging along the waterfront with a *lighter* or two in tow.

Among service craft types, the *open lighter* (YC) is the most common. Men of the service craft navy call it the "floating freight car." Yard tugs act as "engines" for these freight cars, sometimes taking up to four YCs in tow at a time.

Shallow drafted and cumbersome, but possessing a carrying capacity ranging from 500 tons upwards, these sturdy steel lighters carry a wide range of Navy items: oxygen bottles, dry stores, scrap metal, engineering spares, gun mounts, aviation replacement parts, steel booms and wooden crates, to name but a few.

Next most numerous is the *covered lighter, non-self-propelled* (YFN). The YFN is in reality a YC hull with a large metal shed which covers most of its deck to protect its cargo from weather or pilferage.

The advantage in using "crewless" lighters is that when a ship or activity is not ready to accept a load, the barge can be shuttled off to one side to wait. As a result, no manpower is tied up with a dormant craft.

Service craft duty calls for a thorough knowledge of seamanship, maneuvering in close quarters, teamwork and all around know-how. Take the case of Milton Terry, BMC, usn. Now boat captain of YG 45, a self-propelled *garbage lighter* at Norfolk, Terry previously served as boat captain of YG 22 at Guantanamo before

an intervening period of sea duty in the Amphibious Force.

At Guantanamo, the garbage lighter is underway seven days a week, returning to her berth late every afternoon. Early every morning she proceeds from her pier-side berth to various vessels in the bay, servicing one after the other.

On a typical day she services 18 ships ranging in size from carriers and battleships to small mine warfare vessels. After loading up, the YG heads for sea to dispose of the load. When sufficiently distant from shore so that the refuse won't wash back to the beach—usually seven miles—her three deckhands man long poles and fire hoses to slush out the refuse through large swinging ports on either side.

Usually the YG services all ships in the bay. When a large number are present, however, it "follows the book," proceeding only to those ships flying the Formation Pennant requesting service.

Men assigned duty in service craft will find themselves serving either at a continental U.S. or at an overseas activity. There are "active duty" service craft in each of the 14 naval districts and the two river commands (there are two service craft in the inland 9th Naval District, but more than 150 in the busy 5th and 14th). Others serve with the Atlantic and Pacific Service Forces, with the Far Eastern and Philippines Naval Forces and in



FULL SPEED AHEAD—R. R. Gorrie, EN3 (left), talks to bridge while C. J. Yasick, BMC, checks log. J. Golemboski, EN3, opens main engine throttle.



the Mariannas Islands. A few serve with MSTs, both Atlantic and North Pacific. A small handful of service craft do duty with the Rhine River Patrol in Germany.

In general, men detailed to service craft located outside the U.S. are considered as having overseas duty. Those in service craft located within the continental U.S. are considered as having shore duty. Assignment to this duty overseas, and under the jurisdiction of Naval Force and overseas Naval District commanders, is covered by directives issued by the Atlantic and Pacific Service Force commanders and counts as sea duty for rotation purposes.

In stateside naval districts, service craft duty is counted as "Bureau-controlled shore duty" as outlined in BuPers Inst. 1306.20 (10 Dec 1952). This directive also outlines the procedure for applying for duty either ashore or afloat in continental naval districts and river commands.

In matters of berthing and messing there are no hard and fast rules for service craft—with the exception of the big barracks ships. By their very nature, of course, barracks ships are well equipped to berth and feed their crews and transients, anytime, anywhere.

Craft such as the large harbor tugs and the self-propelled YOs, YOGs, YWs and YFs are equipped with bunks and a small galley. Small self-propelled types may have bunks, with a hot plate substituting for a galley range. The facilities available, the craft's location and the prevailing conditions determine whether the crew eats and sleeps aboard.

In general, crews of larger craft at advanced bases do eat and sleep aboard. At other locations they sleep aboard but take their meals at a shore-side mess. Married crewmen on duty in the U.S. — it being shore duty — usually take one or two meals aboard, but other meals at home.

As can be seen, the range of jobs done by service craft is wide, the berthing and living conditions are varied and the locations in which they serve are far flung. Some types seldom leave the harbor area; others spend a considerable part of their time outside. Although variety is standard in this duty there is one point that squares out all the way. Service craft sailors agree to a man that it's good duty.—W. J. Miller, QMC, USN.



NAVY STRING QUARTETTE played Beethoven. L-to-r, Boyd Goldstein, MU3, Peter Marsh, MU3, Paul Thomas, MU3, and Ronald Williams, YN3.

### Navy Musicians Help Launch New Station

Navy musicians played a big part on a recent television program inaugurating Tacoma, Wash., TV station KTNT-TV.

Lined up for the occasion were members of the Thirteenth Naval District String Ensemble.

Also featured was a string quartet made up of former symphony orchestra personnel now serving in the Navy. Members are Boyd Goldstein, MU3, former concert-master of the St. Louis Philharmonic Sym-

phony and Ronald Williams, YN3, formerly with the Portland, Ore., Symphony, violinists; Peter Marsh, MU3, former member of the New Jersey All-State Symphony, violist; and Paul Thomas, MU3, formerly with the Minneapolis Symphony, 'cellist.

Other sailors taking part included pianist Dale Hawkins, MUSN, violinist Francis Thevenin, MU3, and Gene Magill, MUSN, who arranged the musical score.



SAILOR-MUSICIANS take part in TV show. L-to-r, Dale Hawkins, MUSN, opera singer Jean Herbert, Gene Magill, MUSN, Francis Thevenin, MU3.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CPO PROMOTIONS**—A review of the promotions to chief petty officer over the past few years has shown that about 40 per cent of those who pass the examinations have been advanced.

Here is a run-down on CPO advancements since World War II:

Examination Conducted	Number Examined	Number Passed	Number Advanced
*April 1947	161	98	70
Dec 1948	12,061	4241	1041
Dec 1949	14,882	2202	721
Feb 1951	19,141	7248	3359
Jan 1952	21,912	7157	4465

\*All ratings not examined.

From the end of World War II to 1947 there were practically no advancements to CPO. With the drastic reduction in the size of the Navy after the war there were few vacancies. In fact, so many CPOs chose to stay in the Navy that their numbers exceeded planned allowances.

With the Korean conflict came another expansion. As a result most of the excesses vanished and sizeable CPO promotions were again started. However, even this expansion did not absorb the excess in some ratings.

In certain ratings, a larger percentage of men ship over. As a result, CPO promotions were again started. Nevertheless, even in these ratings promotions of at least 10 per cent of those who passed the exams have been made each year since fighting started in the Korean theatre.

With the service-wide competitive examination system that is now in effect, every man in the Navy gets a

chance to compete for the vacancies that do exist. The door is not closed to any eligible men in any rating; he has a chance if he studies. Furthermore, his credit for service increases yearly and his prospects brighten accordingly.

• **INSURANCE PREMIUM WAIVERS** — If you are on active duty and are still paying premiums on your Five-Year Level Premium Term policy, either a National Service Life Insurance or U.S. Government Life Insurance policy, you are entitled to waive your payments on them. The Servicemen's Indemnity Act of 1951 provides every man on active duty with a free indemnity in the amount of \$10,000.

This right of waiver of premiums does not extend, however, to the *permanent* forms of insurance issued by the Government, such as Ordinary Life, 20-Payment Life, 30-Payment Life, 20-Year Endowment, 30-Year Endowment or Endowment at Age 60, 62 and 65. Only the *pure insurance risk portion* of these premiums may be waived.

The failure of some members on active duty to request waiver of premiums on their NSLI and USGLI term policies is probably due to a misunderstanding of the savings to be gained by waiving premiums on term policies. Failure to waive premiums on term policies may also be due to a mistaken belief that it will affect their insurance protection when the indemnity is no longer in effect or that it

might change the terms of the insurance contract.

The Five-Year Level Premium Term Insurance policy is non-participating while such waiver is in effect. In no cases will dividends equal the amount waived. This type policy has no cash value and does not accumulate an investment value.

Section 622 of Public Law 23 (82nd Congress) approved 25 April 1951, provides for the waiver of premiums on term policies held by members of the armed forces on active duty when written application is made on VA Form 9-4351 or, in the case of naval personnel, on forms produced by local naval commands in accordance with Alnav 42-51.

• **FROSTBITE AN INJURY** — A member or former member of the uniformed services who suffers or suffered frostbite while serving as a member of a combat unit in Korea and who is hospitalized for such frostbite, is considered as having been "injured in action" and is entitled to combat pay.

A recent interpretation of the Combat Duty Pay Act of 1952 provides that he is entitled to combat pay of \$45 a month for the month of injury and for not more than three months after his injury while hospitalized for treatment of the frostbite, the same as anyone else injured or wounded in action.

Anyone wishing to appeal a determination of facts regarding his qualifications may submit a statement, giving the basis of his appeal and such evidence or information as he has to support it, to his commanding officer. If the commanding officer does not reach a decision in favor of the claimant, it may be forwarded to the Bureau of Naval Personnel for review and final determination.



"PASS THIS COPY ALONG—Play ball; you're sure to make a hit with nine others by passing along ALL HANDS."

• **CUSTOMS-FREE GIFTS** — Congress has extended for an additional two years the existing privilege of free importation of gifts from members of the armed forces on duty overseas.

The amended law will permit duty-free entry of bona fide gifts to the extent of \$50 in any shipment accompanied by a declaration and certificate (DD Form 427). Articles sent by mail which are sealed require the green (Customs) label, Post Office Form 2976 (C1), affixed to the address side of the parcel, or carry the endorsement "May be opened for customs."

The privilege accorded members of the armed forces to send "bona fide gifts" to the U.S. does not include items purchased with funds provided by persons other than the sender, items purchased as an accommodation for others, nor items purchased and sent to the U.S. to be held for future use by the sender.

The law limits free entry to bona fide gifts which were purchased in or through authorized agencies of the armed forces of the U.S., or in accordance with regulations prescribed by the naval command from which the gift is sent. A certifying officer within the naval command will examine each gift and execute the customs certificate to check compliance with the regulations.

• **OCCUPATIONAL HANDBOOKS** — The revised edition of the *U.S. Navy Occupational Handbook for Men*, distribution of which started this May, brings up to date the field of job opportunities for men in the Navy. Like its companion book for women, it will be distributed to schools, colleges, and places where future Navymen may be recruited.

In addition to the 62 summaries of all enlisted ratings, the men's handbook contains special articles of interest to prospective officers.

The first edition of the Navy's *Occupational Handbook for Women* outlining the vocational opportunities offered in the 27 ratings in which Waves may serve was also ready for distribution in May.

Previous editions of the *U.S. Navy Occupational Handbook* covered the entire field of occupational opportunities for both men and women.

The new handbook for women will serve as a guide and reference book for prospective recruits. In addition

to the job descriptions for each rating, the manual will contain chapters entitled: Recruit to Petty Officer, Women Commissioned Officers, Navy Nurses, Reserve Officer Candidate Program (ROC), Naval Reserve and Emergency Service Ratings. It is 80 pages in length with 50 illustrations of Wave occupations.

Navy Recruiting Stations will distribute the manuals to secondary schools, colleges, libraries and other channels through which prospective Wave recruits may receive information.

#### • **ROUGH LOG SIGNATURES**

— A recent BuPers directive clarifies the requirements for signatures in the deck log book (rough log). BuPers Inst. 5211.4 of 2 Apr 1953 points out the times when commanding officers and navigators should sign the rough log, as follows:

COs sign on the last day of each month, on detachment, on the date of decommissioning and immediately following any situation requiring compliance with Sect. 0601 Naval Supplement to the Manual for Courts Martial. The commanding officer's signature indicates approval of all prior entries for the current month.

Navigators sign each day, complying with Art. 0930 of Navy Regs.

The above requirements apply only to the rough log (NavPers 130, Rev. 11-51) and do not affect requirements for signatures in the smooth deck log.

• **EM RAINCOAT** — The new double-breasted raincoat which has been available for the past year to enlisted men below chief petty officer will become "Regulation" beginning 1 July 1955. The new coat is gradually replacing the type "B" black raincoat as stocks of the older-style are depleted and those in the possession of individuals wear out.

However, until 1 July 1955, both styles of raincoats may be worn concurrently.

The new raincoat matches the Dress Blue uniform in color. It is made of light-weight combed-cotton fabric of oxford weave and is finished with a water-repellent. A full detachable belt of the same fabric, fitted with a black non-metallic buckle, adds to the smartness of the coat. It is available in a complete size range with short, medium and long lengths to insure proper fitting.

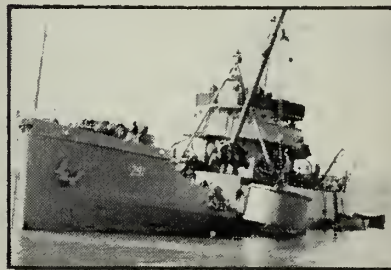
# QUIZ AWEIGH

Here we go again. Another month and another Quiz Aweigh to test your Navy knowledge.



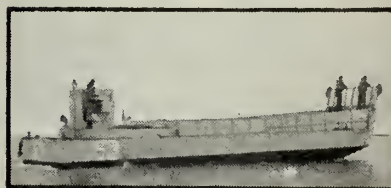
1. Above USS Bremerton (CA 130) is moored (a) in a drydock, (b) at a pierhead, (c) to a wharf.

2. If you have No. 1 right, you know that (a) it is used as a cargo handling platform, (b) it can be flooded with water and drained, (c) it is needed to keep vessels safe during storms.



3. The tender above is lowering a (a) can buoy, (b) mooring buoy, (c) nun buoy.

4. Shipboard officers like this type buoy because (a) it is especially valuable in offshore navigation, (b) it marks the center of a navigational channel, (c) it allows maximum berthing of ships in a restricted harbor.



5. Heading for the beach is a (a) landing craft, vehicle, personnel, LCVP, (b) landing craft, personnel, ramp, LCP(R), (c) landing craft, mechanized, LCM.

6. On each such run it can handle roughly (a) 30,000 pounds of cargo or 60 troops, (b) 60,000 pounds of cargo or 120 troops, (c) 80,000 pounds of cargo or 140 troops.

ANSWERS TO QUIZ ON PAGE 53



# Sailor-Inventors Work to Make Things Easier

THE next time you find yourself asking that familiar question "Why don't they . . . ?"—stop long enough to write your idea down and send it along to the Office of Naval Research. You might have an idea that will make your job easier, solve a problem for the Navy—and even lead to a patent.

The Navy, of course, has plenty of specialists working full time developing new ideas in such fields as submarine detection equipment, guided missiles, atomic power plants and new submarines that can streak silently through the water with great speed.

But these specialists are not the only men who come up with new devices for the Navy. The Navyman aboard ship is also at work on new developments—and a surprising number of new ideas come from the enlisted ranks.

Of course Navy men are not trained directly in theoretical sciences, nor do they have the elaborate equipment available to laboratory scientists. But what the Navyman lacks in theoretical background, he makes up for in practical experience and ingenuity. You don't need a Doctor of Philosophy degree to solve a problem. A quick glance at the records of inventions filed in the office of Naval Research will prove it.

As new equipment is introduced to the fleet, the opportunity for new development increases. New devices often open up new channels of application.

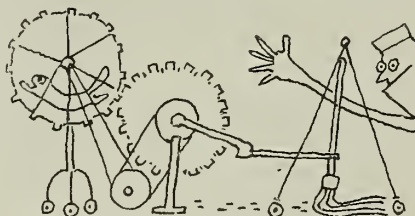
Ideas that have been suggested by Navy inventors concern equipment used from the signal bridge to the engineroom, devices that touch every field from atomic engines to powdered biscuits. For example:

- A suggestion sent in by a Navyman serving time in a disciplinary barracks astonished the experts. It was the answer to a problem in rocket design that had been plaguing the scientists for months.

- A Marine warrant officer in-

vented a new type of pistol while interned in a Japanese prisoner-of-war camp following his capture on Bataan during World War II. The pistol, easily and quickly disassembled, represented a great advance in the design of small arms.

- The brainstorm of a Navy chief led to the invention of a gadget for



introducing radio direction finder signals into a Link trainer. Previously the instructor was required to observe the trainer's simulated position in relation to the broadcasting station and work the radio compass by hand. Because of the chief's ingenuity, the device is now entirely automatic and an additional step of training has been introduced. Then an aviation machinist's mate began to tinker with the apparatus and invented still another device to prevent confusion in signals.

Other Navy men have invented devices for silencing tappet noises in overhead valve motors, for applying preservative to aircraft being placed in mothballs, for more accurate plotting of radar information, and for automatically feathering an aircraft propeller.

Here are a few added details on some other inventions dreamed up by fast-thinking Navy men. For all ONR knows, you may have an invention as good or better than one of these.

- A paint that keeps marine organisms from collecting on the bottom of ships was invented by Captain Antonio S. Pitre, USN (Ret).

The paint, when applied to the hulls of ships, prevents the adherence of barnacles, mollusks, annelids, algae and other marine organisms

which otherwise accumulate to form a tightly adhering layer which reduces the speed of a ship. The paint disintegrates slowly, liberating the toxic substance contained in the paint and preventing accumulations of fouling organisms.

- An enlisted man, Ivan K. Finney, EM1, USN, serving aboard New London-based USS *Torsk* (SS 423) joined the ranks of Navy inventors with a device that promises to save the Navy an estimated several thousand dollars.

Finney was in charge of the main electrical propulsion gang on *Torsk*. He often noticed that the air cleaning device for motors had frequent breakdowns because of a faulty ventilation system.

To eliminate the time lost in repairing a rust-clogged unit, Finney changed the material in the unit's corona tubes to prevent rusting. New slots were grooved in the tube to increase ventilation.

The new slotted tube worked so well in *Torsk* that Finney was summoned to explain it to officials at the Portsmouth Navy Yard. The modification was subsequently approved for other submarines. Now the manufacturer of the unit wants to use Finney's invention on its commercial air cleaning equipment.

- An artificial eye was invented by Commander Phelps J. Murphey (DC), USNR, and Lieutenant Commander Leon Schlossberg, USNR.

The object of their invention is to provide a method of eye replacement in which the muscles of the eye are accommodated in such a manner as to permit normal functional movement of the artificial eye.

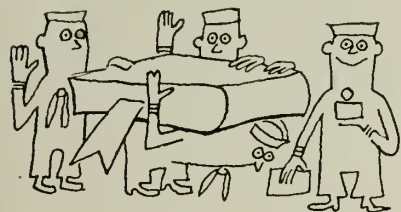
Previously, artificial eyes made from glass or acrylic resins were apt to be a source of embarrassment to the wearer. The natural contours of the face would not be fully restored, especially in the area just above the socket. This sometimes gave the eye a sunken and unnatural appearance. Most of the artificial eyes of this type



could not be adapted for muscle coordination.

The new artificial eye not only provides an eye replacement which substantially fills and fits the eye socket but one which accurately duplicates the natural eye in appearance.

A machine similar to one which sold on the market for \$350 was designed and assembled by two men of Air Transport Squadron 22 for only \$19. Fred Franz, ADC, USN, and Leo Sloniker, AM2, USN, were the two



men responsible for constructing the machine, a device used to spray "gunk" (a cleaning compound) on aircraft.

The machine has a 55-gallon capacity tank, rides on a four-wheel carriage, has a spray nozzle on the nose and an electric pump powered by a one-third horsepower motor.

The material and parts used were mostly acquired from salvage. A cable line was the only expense. The tank and the electric motor were parts from an old gasoline pump. A garden variety hose found in the squadron was used instead of a more expensive type.

Chief Franz designed the machine and recruited the aid of Sloniker to weld it together.

On the lighter side, the ingenuity of Robert S. Bradshaw, DT3, USN, enabled him to listen to several "talking letters" received from home. He didn't have a phonograph, so he made his own. By using scraps of wood, paper clips, filter paper, and a hand-made needle, he constructed his own record player, or at least a facsimile of one.

A can opener-milk dispenser was invented by Technical Sergeant Russell Stoecker, USMC. His new dispenser is shaped somewhat like a con-

ventional cream pitcher. It opens at the bottom, where an unopened large-size can of condensed milk may be inserted and pushed in. The bottom of the dispenser is then replaced.

Two tubular knives open the can when it is inserted in the attractive heavy gauge aluminum container and rubber seals protect the openings from dirt and germs. A slide arrangement that operates like the familiar syrup pitcher top allows pouring of the milk.

In addition to preventing bacteria from entering an opened container of milk, the dispenser prevents spoilage and does away with jagged edges and unsightly opened cans of milk on the table.

Lieutenant Commander Eugene J. Kupjack, USNR, invented a plaster cast cutter.

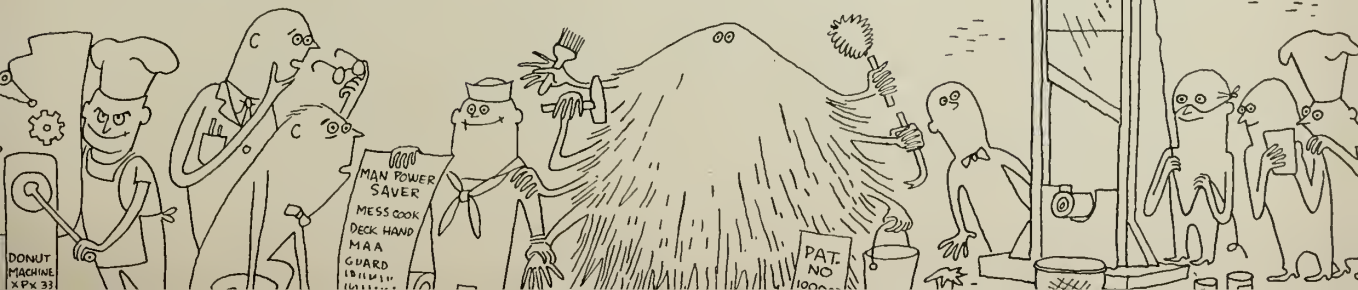
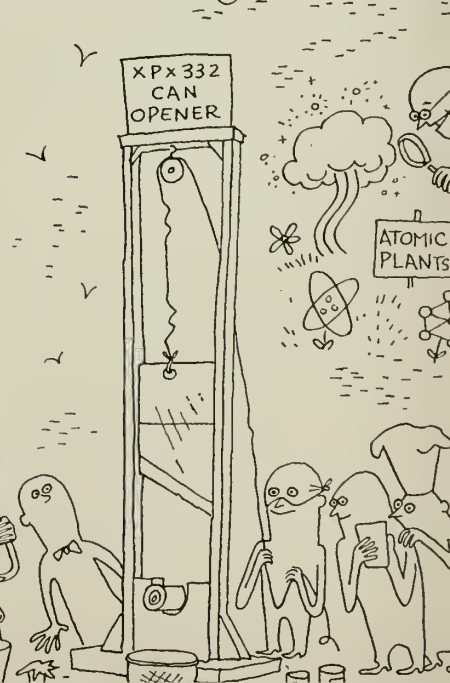
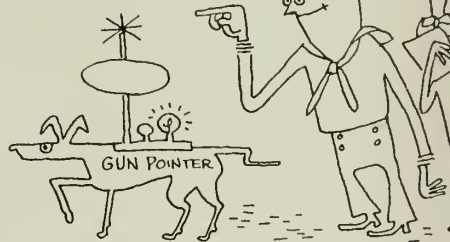
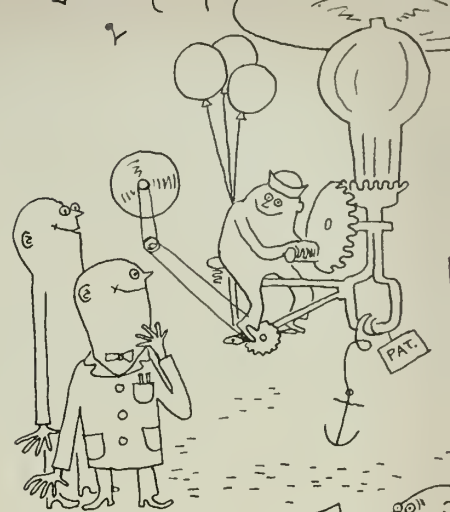
The new cutting device has been used on board USS *Refuge* (AH 11) with success. Corpsmen removing 150 casts found they could do it in 70 per cent of the time previously needed for other methods.

The invention embodies a cutting unit which may be made in two or more types, one an edge cutter unit and another a surface cutter unit. The edge cutter unit is equipped with a saw blade which is actuated in a straight-line up and down motion. The cutting unit is equipped with a semi-circular saw which has a rocking motion induced in it. This cutting device is considered a definite aid in the removal of plaster casts and works equally well on both padded and unpadded types of casts.

Heretofore there have been numerous plaster cutting devices—circular rotating saws, chain saws and cylindrical drills. Each proved unsatisfactory, however, because of the slow operation and because often the thread, fabric and padding would snag or wind-up on the cutting tool.

If one of the cutters was not used, the plaster cast had to be cut away with a knife. This was disagreeable to both patient and doctor because of the time consumed and the danger involved.

Lieutenant Commander Kupjack's



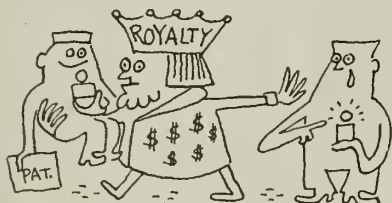


unit prevents such breakage or stoppage and provides a safe, economical and compact plaster-cutting device. The new cutting device permits the turning of sharp corners while cutting. It also enables a "window" to be cut in the cast so that treatment can be administered.

If you have an idea for a labor-saving, time-saving device like one of these, the Office of Naval Research is definitely interested. Moreover, if your invention is patentable and is adopted for use by the Navy, ONR will try to patent the invention.

The Office of Naval Research is the authority on patent matters. It is constantly on the lookout for constructive suggestions—maybe just the germ of an idea—that will help the Navy accomplish its mission more efficiently.

As long as there are problems to be answered, there is room for new ideas. Try putting your brain to work on the following puzzlers which have



been furrowing many a Navy brow for months or years:

- What kind of a water breaker will keep water for long periods of time, but at the same time keep it from becoming brackish?

- What kind of targets would be inexpensive yet provide realistic training for Navy gunners?

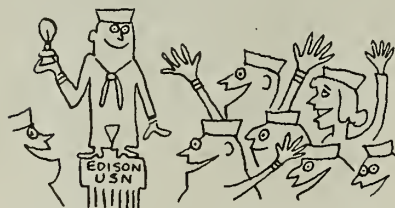
- What kind of lighting on a pilot's instrument panel would provide the maximum light with the minimum night blindness?

If you think you have the answer to problems like these, here's what to do with it.

First of all, don't keep your idea to yourself—that way it doesn't do anyone any good. The Number One rule of the invention game is, "Put your ideas to work for you."

To begin with, there are certain steps that should be followed if you have an invention that you want to protect. Mailing yourself a registered letter containing your plans is not enough—ONR patent experts regard this idea as a superstition which, like many others, has no factual foundation.

First draw a sketch of your invention and get the dated signatures of witnesses on the illustrations. Then, when you have actually built the device and operated it, show it to wit-



nesses and have them sign a statement that they actually saw the device work satisfactorily on a certain date. This is highly important. Be careful of the witnessed documents. Do not lose them. They will provide evidence for Navy patent attorneys in the event that some other inventor also makes the same invention at about the same time.

More patents are lost through negligence than by the dishonesty of third parties. In more than one instance the enlisted inventor has found himself plagued with ill luck because of the lack of documented records. One particularly talented Navyman developed a notable invention which had wide prospective use in the Navy and in commercial fields. He was careful to prepare documents concerning his device. Shortly afterwards, however, the papers were lost. Before he could replace them, he was ordered to sea and, being busy, he let the matter ride.

A few months later another inventor, not in the service and several thousand miles away, filed for a patent on a similar invention. The other inventor's device was not exactly the same but was along the same lines.

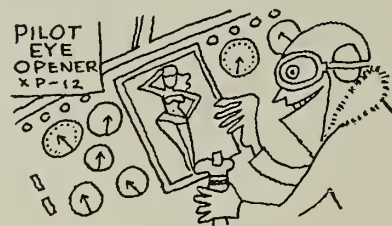


When the sailor later filed his patent application through the Office of Naval Research, the Patent Office refused the patent on the grounds that a similar device had already been patented. Neither the Navyman nor ONR patent specialists had the necessary documentary evidence to prove

that the sailor's device had been invented first. The ONR patent section even sought out witnesses of the original documents and presented affidavits to back up the inventors claim, but the lack of specific drawings showing the form of the invention at that earlier date cost a victory at the Patent Office. The moral is clear—be careful of your supporting evidence. It might even be wise to keep duplicate copies of witnessed papers in separate locations.

Don't hold back your ideas—develop them and provide yourself with records. Then contact your local Navy patent man or communicate with the Office of Naval Research in the Navy Department in Washington, D. C.

ONR will receive your suggestion and investigate its suitability and potential importance to the service at large. Trained patent searchers employed by the Navy Department will determine whether your idea has been filed previously by another in-



ventor. If your idea is new, and the Navy plans to use it, ONR patent attorneys will file for a patent. There is no cost for this service.

Should the invention be considered of too limited potential use by the Navy or should patent searchers determine that the idea is not patentable, you will be advised of this by ONR.

If you feel you have an invention that departs significantly from other devices you have ever seen or read about, and if you feel that it would find wide use in the Navy, send your idea along to your local Navy patent man or to the "Inventions Branch, Office of Naval Research, Navy Department, Washington 25, D. C." Your idea should be sent via your commanding officer and through official channels.

The Office of Naval Research will be happy to hear from you. You might contribute significantly to the Navy's performance and efficiency. So put your ideas down on paper and send them along.—Ted Sammon.

# Two New-Type Ships Soon to Join the Fleet

**T**WO unique ships, *USS Northampton* (CLC 1) and *USS Norfolk* (DL 1), have been commissioned and will soon join the Fleet.

The two ships are similar in one sense — they are both built on hulls originally intended to be cruisers. But *Northampton*, laid down as a cruiser of the *Oregon City* class, displaces 17,000 tons fully loaded while *Norfolk*, constructed with a hull somewhat similar to a *San Diego* class light cruiser, displaces 5500 tons.

*Northampton* is to be a "task force command ship" while *Norfolk* is the latest and biggest of the new anti-submarine type, destroyer leaders.

The first of its type, *Northampton* will provide a fully equipped floating headquarters for the task force commander of a large operation.

The eight-inch main battery turrets of the *Oregon City* class have been eliminated in *Northampton* to give the command ship more open deck space for radio antennas.

The two masts on the superstructure amidships have also been eliminated and a special, hollow-steel pole mast which towers 124 feet above the main deck has been erected forward. This mast, built for communication purposes is the tallest self-supporting (unguyed) pole mast on any U.S. Navy ship. It has a 30-foot removable section at the top which may be taken off to permit the ship to pass under bridges.

On the two sturdy towers on her superstructure, *Northampton* will carry air search and aircraft height-finding radar antennas.

To give the task force commander a full presentation of the information gathered by these instruments, *Northampton* will have the most complete



**USS NORFOLK (DL 1)** is the first and largest of the destroyer leaders. Her mission will be to lead fast-moving, anti-submarine, hunter killer groups.

CIC and flag plot installation of any ship.

An extra deck at the 01 level was built into the command ship, giving her several feet more freeboard than the *Oregon City's* and allowing more space belowdecks for storage of spare parts for her equipment, plotting and conference rooms and berthing for flag staff personnel. The ship is expected to carry between 1600 and 1700 men.

All control spaces throughout the ship are air conditioned. Helicopter landing facilities are also provided.

The uniqueness of the command ship extends down below too. A combustion control system has been installed which will feed fuel, feed water and air directly and automatically to the boilers. When the captain rings up more speed on the bridge, the throttleman in the engine room will open the throttle another notch and immediately the required fuel, water and air will be fed into the boiler.

The command ship's superstructure represents a "cleaning up" of design with one eye on protection from

the effects of radioactivity from atomic explosion. One principle of decontamination of a ship is to keep corners, overhangs and sharp angles to a minimum. This has been done to some degree on *Northampton* as her smooth lines topside show. Speed, however, remains the ship's best protection against atomic attack. Her speed (over 30 knots) also means that *Northampton* can keep pace with fast task forces.

The new *Norfolk* is the largest of the destroyer leaders, a post-war type whose mission is to head up anti-submarine hunter killer groups.

*Norfolk*, originally laid down on a light cruiser hull and designated CLK-1 (light cruiser, killer), was completed under her present designation as DL-1 and thus becomes probably the largest destroyer-type in the world.

Unlike conventional destroyers *Norfolk* has had a second deck added to provide more space for electronic equipment, storage space and berthing facilities.

*Norfolk* will also be the most fully air conditioned destroyer-type afloat. The ship is air conditioned in all spaces except machinery spaces, even to her crew's living compartments.

Another innovation is a central control station between the forward and after engine rooms where the damage control officer will have his station during General Quarters. Here, surrounded by dials, gauges and telephones, he will guide damage control activities in case of emergency.

*Norfolk* has a high-pressure, high-temperature propulsion system similar to that of *Timmerman*. She also has a six-bladed propeller designed for silent performance during the ship's anti-submarine hunts.



**USS NORTHAMPTON (CLC 1)**, a "task force command ship," has top speed over 30 knots. She boasts the most complete CIC and flag system of any ship.





DANCES ashore and afloat are among the recreational activities arranged by the Enlisted Recreation Committees.

## ERC Can Do a Lot for You, Your Ship

**D**O YOU have a bright idea about how your ship could throw a home-coming dance? Would you like to see a boxing smoker arranged between your ship and the one at the next pier? Would you like in on a scheme to increase your intramural sports program?

You may not be too familiar with it, but there is a committee on your ship that can pick up ideas like these and translate them into facts.

This committee is known as the Enlisted Recreation Committee. You should know something about it for a couple of reasons: (1) Its members might be able to do you some good; and (2) you may be appointed a member of one some day.

The Enlisted Recreation Committee aboard your ship or station, like all similar committees, was formed on the authority of BuPers Circular Letter 68-49 (27 April 1949). All ships and stations have a committee of this sort to help improve and expand the recreation facilities for the men aboard.

Next in the recreation "chain of command" is the Recreation Council, which is composed of three or more officers. The Council considers suggestions from the E.R.C. and passes them on to the C.O. with its recommendations.

The Enlisted Recreation Committee meets once a month, a few days before the meeting of the Recreation Council. In this meeting, the division representatives discuss projects in progress, future possibilities and put their suggestions in writing for presentation to the Council.

The minutes of the Enlisted Recreation Committee are signed by all members and these are later made a part of the minutes of the meeting of the Recreation Council.

Basically, the Enlisted Recreation Committee is afforded the opportunity to inspect the Recreation Fund books to find out how your recreation money is being spent and to make suggestions to the Recreation Council.

The committee, composed of rep-

resentatives from each of the ship's divisions, is able to get a cross-section view of just what the men want in the form of athletics and recreation.

For example, say the men of USS *Lotsafun* want to stage a ship's dance. The idea originates in the E.R.C. The committee then begins the necessary "leg work" to find out where a dance can be held, the cost of renting a hall, the approximate cost of food, refreshments, etc. It then presents the request, along with a full report on the estimated cost, to the Recreation Council, which considers it and submits its recommendations to the skipper.

The commanding officer, by regulation, is responsible for the expenditure of all funds. Therefore, he endorses his approval or disapproval of the dance request, as well as all other requests to spend recreation fund money. Chances are he will and *Lotsafun* will have itself a ball.

If your shipmates want to expand their intramural sports program, the





SOLOIST AND BAND entertain sailors on board ship (left). Organized tours are planned for men on liberty.

place to start again is your Enlisted Recreation Committee. You may want to request money for equipment, awards for the winners, payment of officials and other expenses to run such a league. Money for these things can be authorized from the Recreation Fund.

Recreation funds can also be used for picnics, radios and television sets for recreation rooms and even for magazine and newspaper subscriptions.

Books are sent to ships and stations by Library Services of BuPers. Some are sent automatically, others in response to requests for additional library books. If the books you get are not enough to fill your needs, the Recreation Fund may be used to buy them.

A well organized and energetic

committee can be the focal point of athletic activity, forming teams, challenging other units, organizing ship parties and other group events. If you happen to be serving in a small ship, your recreation funds can also be used to obtain special Easter or Christmas religious services.

Another little known function of a Recreation Fund is to make available non-interest-bearing emergency loans to enlisted men. If, after investigation, a commanding officer finds that a real emergency exists, he may approve such a loan to an EM, provided that the Navy Relief, Red Cross, or other similar relief organization is not readily available.

Where does this money in the Recreation Fund come from? It comes from the profits of the Navy Exchange or Ship's store where you do your

shopping. When these profits are insufficient, the ship or station local Recreation Fund may be aided by grants or loans from the Bureau of Naval Personnel Central Recreation Fund (See ALL HANDS issues of November 1952 and January 1953).

The BuPers Central Recreation Fund also assists in providing for construction of new facilities that are beyond the scope of local funds, such as EM clubs, swimming pools, tennis courts, gyms or athletic fields.

The idea for many a new station recreation facility was born in an Enlisted Recreation Committee.

Like many things, your Enlisted Recreation Committee is only as good as the men serving on it. The possibilities open to the group, however, are great.

If you have an idea, see your divi-



BATTER takes healthy swing during baseball game. Right: Sailors check out boxing gloves for friendly bout.



## Mid-Watch Standers Wax Poetic Once a Year

One unusual custom in the Navy sanctions the use of poetry in making up an official record. Poetry? — you ask. Yes, it's a growing tradition to use rhyme in writing up the mid-watch of New Year's Day. During the past few months ALL HANDS has received numerous samples, some of them very good.

The poetic license of the midnight poet does not permit any relaxation of the rigid rules for writing the watch report. He must comply with article 1037 of Navy Regs and list all the important details — mooring lines, ships present, senior officer present, sources of electric power, steam and water, etc. But beyond that, he is on his own.

Here is a well-written example of mid-watch poetry. Its author is Lieutenant (junior grade) John Westbrook, USNR. The poem was entered in the log of USS Bremerton (CA 130) this past New Year's when the author was the 00-04 watch officer. You'll notice that after entering the necessary details in the first half, he waxed poetic in the second half.

The good ship Bremerton  
(May her crew be blessed)  
Is moored at Mare Island  
For a well earned rest.  
At Pier Twenty-One  
On the northern side  
Lies the old One Thirty,  
The Navy's pride.  
With standard lines  
She's moored to the pier,  
Her port side to  
And her starboard side clear.  
Electricity and water,  
Phone lines and steam  
Are coming from the pier  
In a steady stream.  
The Pacific Fleet  
Is well represented  
The Reserve Fleet too  
Is here complemented.  
And Navy Yard craft  
And district boats  
Are variously tied  
To the piers and floats.  
MacMillan is SOPA—  
He's COMSUBAD—  
And being here with him  
We find is not bad.  
There are sentries on the foc'sle  
The fantail, the pier,  
And down by the gangplank  
Off the quarterdeck here,  
At the after brow,  
Lest some stranger pass,  
Stands that finest of men,  
A good PO first class.  
The Bremerton's a beauty  
When she's looking her best;

But as we first said  
She's here for a rest.  
She's trim and she's smart  
Any sailor can tell;  
And when she's all painted  
She's a real Jezebel.  
She came to Vallejo  
A few months ago  
And the yard went to work  
So you'd hardly now know  
That beneath all the scaffolds  
And myriad lines  
Is a ship that has sailed  
Among Communist mines—  
Into enemy ports  
With all her guns firing  
Morning and Night,  
Never once tiring.  
She doesn't look now  
Like a ship that could brave  
A Pacific typhoon  
With high wind and wave,  
Or even a gale  
Or a local squall.  
Fact is she hardly looks  
Like a ship at all.  
But she's left her mark  
On the enemy's shore  
And she'll soon be ready  
To deliver more.  
The new year will bring  
A return of her beauties—  
New guns, new men,  
New adventures, new duties.  
This new day now welcomed  
In cold morning cheer  
Is for us the beginning  
Of a happy New Year!

sion representative on the Enlisted Recreation Committee. Your suggestion might soon be a source of entertainment for you and your shipmates.

• See Your District Special Services Officer Also

Leave, liberty and recreation — these are the three thoughts that usually come to mind when your ship hits port. Leave and liberty are pretty well taken care of, but athletics and and recreation is something else again.

If your ship is a stranger in port, your Enlisted Recreation Committee can find out what is available for you in the line of athletics and recreation. A good source for this information is the District Special Services Officer.

The District Special Services Officer acts as liaison between your ship and shoreside athletic activities. He can play a big part in helping you further your off-time activities both ashore and aboard your ship.

Although facilities offered will vary in each locality, here are a few of the things he may have to offer:

- Free tickets to stage, radio and television shows.
- Athletic fields, picnic grounds and gyms for your use.
- Advice on your ship's party, picnic, dance or group tour.
- A complete list of recreation facilities, both military and civilian, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.
- He can tell you where athletic events such as basketball, baseball, football and hockey games are being held and the cost of admission.
- A list of places to visit while ashore, such as zoos, museums, art galleries and points of historical interest.
- Tournaments and leagues in which your ship's different athletic teams can participate.
- Information on occasional events, such as symphonies, flower and vaudeville shows, photo clubs, and dances and parties to which sailors are invited.
- A list of movies that are playing at military and civilian theaters.

Are you planning some recreation activity? Do you want to have a ship's ball game or party? To aid in your planning, have your Enlisted Recreation Committee contact the District Special Services Officer. His offices are usually located in the District Headquarters building or in the vicinity. — Rudy C. Garcia, JO1, USN.







## Show Me London

**E**NGLAND has more than its usual appeal to Navymen this coronation year. Along with thousands of sightseers from all over the world, officers, enlisted men and Waves will be touring England. Some will be stationed there; others will be taking advantage of liberty and leave. A few may be lucky enough to be in London at the time of the coronation itself.

If you're among those who find themselves in England this summer, you'll find lots to see whether you're "in time" for the coronation or not. From Trafalgar Square to Westminster Abbey, from the banks of the Thames to Shakespeare's Stratford-on-Avon, there's lots to see.

Here are a few photographs, showing some of the points of interest in London:

*Upper left:* Sailors consult London guide book before starting their sightseeing trip. *Upper right:* Yeoman warder at the entrance to the Tower of London relates Tower's history to bluejackets. *Right center:* London Bridge forms background for these sailors and Waves. *Lower right:* Two sailors window-shop at the Old Curiosity Shop. *Lower left:* Old-time uniforms are compared with today's jumpers and blouses.







BROADSIDE FROM USS *New Jersey* (BB 62) moves giant ship sidewise. High explosive rockets from USS LSMR 404 hit at troop concentrations (below).



## Three Years

THIS month marks three years of fighting in Korea.

These years have brought with them many changes in the U.S. Navy, changes which grew out of adapting this nation's naval might to meet the challenge in the Far East.

Many of the ships that go into action tonight off the Korean coast for example, were, figuratively speaking, taken out of mothballs only yesterday. Once again, if proof was necessary, the Navy proved that ships in reserve, properly maintained, can be "greased up" and returned to action in a hurry when needed.

These years have also seen thousands of Navymen and Marines called back to active duty to man the ships, fly the planes and staff the fighting units hurriedly despatched to the trouble spot. The "phasing out" of most of these skilled officers and enlisted men has now been completed and their places taken by junior officers and younger enlisted men trained in the interim.

Together these men and machines have enabled the Navy to develop in the Far East a strong naval force adequate for the kind of war now being fought. Naval power is being brought to bear in this case mainly through air strikes from carriers off the coast, through coastal bombardment of supply lines by ships ranging from BBs to PFs, and through well-executed amphibious invasions that by-pass the enemy's main force and hit him where he is most vulnerable.

If you remember, it was on 25 June 1950 that the North Korean Army — without warning of any kind — invaded the South Korean republic, quickly overrunning the ROK troops who sought to stem the tide.

That the attack had been carefully planned was brought out by the report of a special U.N. commission assigned to get the straight facts on the start of the fighting.

It was direct aggression, and the United Nations quickly reacted to it. With the full support of the U. S., the U.N. called upon the North Koreans to cease their attack and withdraw to the 38th Parallel. Instead the North Koreans continued to advance.

The U.N. called upon all member nations to contribute armed forces to a unified command which would

# Fighting in Korea

meet the attack and halt it. The U.S., the nation with the greatest armed might near the scene, ordered the 25th Infantry Division from Japan to the fighting front and followed this up by ordering naval and air commands to provide sea and air support for U.N. military operations.

The U.N. forces on the peninsula were first made up chiefly of U.S. and ROK units but soon included troops or medical units from 20 different nations.

U.S. naval forces went immediately into action.

The first ships to get into a gun fight in the Korean theater were the cruiser *uss Juneau* (CLAA 119) and the destroyers *uss Collett* (DD 730) and *uss DeHaven* (DD 727) who, together with the British cruiser *HMS Jamaica* and the frigate *HMS Black Swan* sank two enemy torpedo boats, forced another to run up on the beach and scared a fourth away in an engagement on 30 June. The small Communist force had tried to launch torpedoes at the U.N. ships.

The carrier *uss Valley Forge* (CVA 45), then the only carrier in the Western Pacific, went into action. Soon several cruisers and destroyers joined the Seventh Fleet to begin shore bombardment and interdiction missions on the enemy's flanks.

Several destroyers and a squadron of PBM *Mariner* patrol planes took up a patrol of the Formosa Strait to the south. They had been ordered there by the President to be ready to repel any Communist attack upon Formosa from the mainland of China. Later, one ill-conceived enemy attempt to invade the island by Chinese junks was made but was easily turned back (ALL HANDS, "Tender Care for Navy's Flying Boats," March 1953).

Carrier strikes and shore bombardment from the ships at sea were used to harass the enemy and slow down his offensive. The main coastal roads were subjected to constant fire. Enemy supply caravans were forced to move along the poor interior roads or at night along the coastal routes.

Naval reinforcements began to arrive. Task Force 77, the fast carrier task force, was formed around the nucleus of *uss Valley Forge*, *uss Philippine Sea* (CVA 47) and *uss*



**MINESWEEPER, USS Mockingbird (AMS 27) is dwarfed by explosion of floating mine detonated by small arms in Chinnampo area in the Yellow Sea.**

*Boxer* (CVA 21). The cruisers *uss Toledo* (CA 133), *uss Helena* (CA 75) and *uss Rochester* (CA 124) joined *Juneau*. The escort carriers *uss Badoeng Strait* (CVE 116) and *uss Sicily* (CVE 118) showed up.

By August, the U.N. forces ashore were engaged in the bitter battle for Pusan along the Nakdong River. The First Marine Brigade had just landed to join the First Cavalry Division, the 24th Infantry Division, 25th Infantry Division, Second Infantry Division and five ROK divisions that made up the Eighth Army.

The Navy was working out other techniques against the enemy too. Commando teams consisting of a combination of Marine Raiders and Navy underwater demolition men would go ashore to dynamite a railroad tunnel or blow up a strategic bridge or accomplish some other hit-and-run mission.

Meanwhile, back in the U.S., thousands of Naval and Marine Corps Reservists had been called back to the colors to provide much-needed manpower. Reservists were called on to build up the Second Marine Division which was being whipped into shape at Camp Lejeune, N. C. At the same time USNR officers and enlisted Naval Reservists were being called as they were needed to fill out the added units of the Fleet or to perform special jobs. Naval Air Reserve personnel were called up both

in groups and as individuals.

By September 1950 the battle situation had changed radically. The enemy had been halted almost at the gates of Pusan and plans were put in motion for the amphibious landing at Inchon.

The part the Navy played in this successful amphibious invasion has been well told — the hundreds of details to be taken into account (for example, the great range of the tides), the plotting of safe routes through the minefields, and the working out of the timetable so necessary for any amphibious operation. Part of the success of the Inchon landing is due to the destroyers of Destroyer Squadron 9, including *uss Mansfield* (DD 728), *uss DeHaven* (DD 727), *uss Lyman K. Swenson* (DD 729), *uss Collett* (DD 730), *uss Gurke* (DD 783) and *uss Henderson* (DD 785), which succeeded in drawing fire from Wolmi-do so that the big ships could spot the island batteries and knock them out. In this landing the Navy staged two feints, one at Chinnampo to the north and the other at Kunsan to the south, which proved highly confusing to the enemy.

On D-Day the Marines landed at Red and Blue beaches and advanced up the steep banks under cover of intensive air strikes from the carriers and close support from the cruisers, destroyers and rocket ships. The Leathernecks hit the beach 15 Sep-





F2H-2 'BANSHEE' jet fighters—members of Fighter Squadron Eleven—return to carrier USS Kearsarge (CVA 33) after flying mission over North Korea.

tember. They reached the Han River four days later. On the 25th, Seoul fell.

The campaign was now assuming the proportions of a complete rout of the North Korean "People's Army." The Eighth Army to the south had broken through the Pusan Perimeter and the two forces were moving toward a meeting in the Korean "waistland" which would trap thousands of enemy soldiers in its pincers. Soon the forces did join, cutting the enemy to ribbons, and turning north to push ahead.

In October, the U.N. amphibious team repeated its success with another — although not quite so smooth — landing at Wonsan on the east coast. Here the Navy had to clear "one of the most intensive minefields in history" before the ships could enter the harbor.

Sweeping operations involved not only surface ships but naval aircraft and underwater demolition teams as well.

Reinforced by this second "end run," U.N. forces now approached the Manchurian border, but hopes for an early end of the conflict were shattered on 20 November 1950 with the launching of the attack by Chinese Communist forces. It was now a "new war."

With their principal supply routes cut by the invasion, Marine and Army units in the Changjin Reservoir area

withdrew south toward Hungnam, fighting their way through numerically superior Communist forces for 14 bitter days and nights before they finally reached the evacuation port.

The U. S. Navy's evacuation of these American troops from the Hungnam beachhead has been called "one of the finest accomplishments" of the Korean struggle, a "massive landing operation in reverse."

The U.N. forces finally brought the Communist advance to a halt and the battle line was stabilized across the hilly central portion of the peninsula. Since July 1951, when the truce talks began, changes in this line have been measured in hundreds of yards, the crest of a hill or even a few dozen feet.

On either side of the line, troops are dug in. Deep bunkers, communications trenches and fortified gun positions more like those of World War I than World War II mark the front.

Fighting has flared off and on during the past year as the Communists have attempted—in the main unsuccessfully — to better their own situation. Otherwise, ground action has been confined largely to patrol and probing actions, often by units smaller than company size.

It's what the textbooks call "static" or "positional" warfare. Viewed from halfway around the world, the line hasn't budged from where it was

when U.N. forces halted in hopes of an agreement on a truce line.

In the war at sea, the big carriers continue to launch daily air strikes whenever weather permits. One of the biggest was the series of strikes that devastated North Korea's hydroelectric power complex. Teaming up with Air Force planes, more than 280 Navy and Marine aircraft from fast carrier Task Force 77 flew across Korea in the largest single combat flight since the end of World War II to smash the power plants.

Task Force 77 includes at present the carriers *uss Philippine Sea*, *uss Valley Forge* and *uss Princeton* (CVA 37). Other flat-tops, *uss Kearsarge* (CVA 33), *uss Boxer*, *uss Essex* (CVA 9) and *uss Bon Homme Richard* (CVA 31) rotate to the Western Pacific to relieve their sister ships on the line. At other times, *uss Leyte* (CVA 32), now destined for mothballs once more, and *uss Antietam* (CVA 36), now being used to evaluate an angled flight deck design, have also served with the Seventh Fleet. Most of these ships were reactivated at a cost of approximately three million dollars each.

Other, smaller carriers, operating as part of Task Force 95, the U.N. Blockade and Escort Force, have also performed yeoman service in the Yellow Sea. *uss Bataan* (CVL 29), *Badoeng Strait* and several British light carriers alternate in this assignment.

Additional small carriers which have served in Korea include *uss Rendova* (CVE 114), *uss Bairoko* (CVE 115) and *uss Sicily*. Still other carriers have been employed throughout the Korean war as shuttle ships to deliver replacement aircraft to both the Navy and Air Force. Three carriers, now units of the Military Sea Transportation Service, have made their appearance. They are *uss Sitkoh Bay* (T-CVE 86), *uss Cape Esperance* (T-CVE 88) and *uss Windham Bay* (T-CVE 92).

The flagship of the Seventh Fleet at this writing is *uss New Jersey* (BB 62). All of the remaining battlewagons of the *Iowa* class have seen action in Korea at one time or another — *uss Iowa* (BB 61) herself, as well as *uss Wisconsin* (BB 64) and *uss Missouri* (BB 63).

Cruisers currently carrying out missions along the coast include *uss Manchester* (CL 83), *uss St. Paul* (CA 73) and *uss Bremerton* (CA



LOADED LCMs head for the beach. Landing craft, perfected in WW II, have proved their worth again in Korea.

130) in addition to the British cruisers *HMS Birmingham* and *HMS Newcastle*.

At other times, *USS Los Angeles* (CA 135) and *Rochester, Helena, Toledo, Juneau* have taken part.

The Seventh Fleet's destroyer force consists of dozens of the Navy's best. The tin cans perform the traditional missions of scouting, patrolling and bombarding. Their potent anti-submarine armament is in stand-by, ready for action at any time.

As every reader of *ALL HANDS* knows, the Navy also has a substantial force of minesweepers in Korean waters. At the close of World War II there were about 150 sweepers in active service. Seldom in the headlines, these ships nevertheless have performed an exemplary job protecting the larger combat and auxiliary ships from the hazards of Red-laid minefields.

Then there are the amphibious forces. Composed of special task groups and transport and landing groups, they furnish hydrographic reconnaissance and amphibious training for seaborne landings in addition to the real thing.

Undoubtedly the most skillful and effective use of the amphibies was demonstrated on the treacherous beaches at Inchon. Another example of their work was at Wonsan. Yet another was at Kojo on the east coast in October of last year when thousands of troops were sent ashore — or almost ashore — in a mock landing as a diversionary measure to flush the enemy from his caves and bunkers. Follow-up bombardment by surface units and bombing by aircraft raised havoc among the Communists.

The primary missions of the ships of the U.N. naval forces are these:

- To maintain control of the seas in the Far East.
- To support the U.N. action ashore by coordinating air effort, gunfire and blockade.
- To conduct other operations and provide support as directed.

How well the Fleet has implemented these missions can be demonstrated with a few cold statistics. A total of 37,000 enemy buildings have been destroyed and 22,000 damaged by Seventh Fleet units since the beginning of the conflict. These included warehouses, factories, power stations, rail terminals and other

structures of strategic or tactical importance.

More than 6400 railroad cars and engines have been destroyed and 10,000-odd damaged at last count. More than 4500 trucks and other vehicles have been destroyed, 6000 damaged. Naval aviation units alone estimate they have killed some 100,000 Red troops.

Navy and Marine losses have been considerably less. The latest Navy casualty report shows 354 killed, 1273 wounded and 82 men missing; the latest Marine figures are 3562 killed or died of wounds, 72,684 wounded and 572 missing in action.

In one four-month period, Seventh



MARINES hit the beach in Korea, in operation typical of amphibious landings at Inchon and Wonsan. Marines have also used helicopters for assaults.





HIGHLINE transfers hurt jet pilot downed at sea. Right: OILER USS Cacapon (AO 52) battles wind and water.

Fleet ships fired more than 40,000 rounds of ammunition at selected targets. The story of who passed all this ammo as well as the food, clothing, equipment, spare parts and other supplies it takes to fight a war is a tale in itself.

Hidden behind the one word "logistics" are the operations of a hundred ships of various types and assorted sizes, which shuttle between the U.S. and advanced bases in Japan and Korea, then from these advance bases to the combat units at sea.

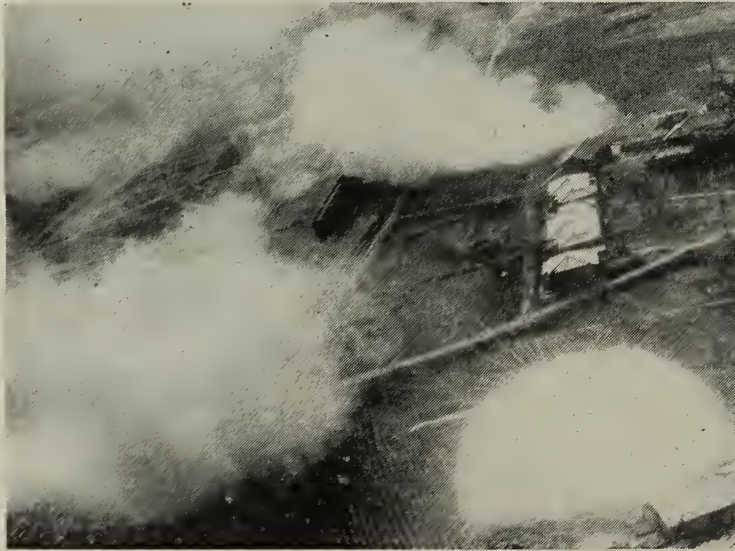
These vessels form the lifeline of the fighting fleet, keeping the ships supplied with the wherewithal to carry on the war. Cargo vessels like

uss *Diphda* (AKA 59), uss *Chara* (AKA 58) and uss *Yancey* (AKA 93); oilers like uss *Ashtabula* (AO 51), uss *Passumpsic* (AO 107) and uss *Mispillion* (AO 105); aviation repair ships like uss *Chourre* (ARV 1) — all go within gun range at times to carry out their logistic responsibilities.

Other Service Force ships such as ammunition ships, store ships and tugs have furnished invaluable replenishment, towing and salvage facilities. Methodically and without fanfare, the small seagoing tugs and salvage ships slip into Red coves and harbors to pull stranded vessels off the beach and rescue downed airmen.

Through the rotation policy for both men and ships, thousands of Navy officers and enlisted men have now had wartime experience in the Korean fighting.

Many of these men, called back to active duty at the beginning of the emergency to give the Navy the benefit of their former experience, have reverted once more to civilian status. But many others, inexperienced before the outbreak of hostilities on the peninsula, now are graduates of fighting at sea. As a result of the Korean conflict and the Navy's part in it, the U.S. today has a cadre of skilled Navymen — both Regular and Reserve — second to that of no nation.



FLYERS from USS Essex (CVA 9) blasted North Korean bridge (left). Rocket smoke shrouds bombed rail head.





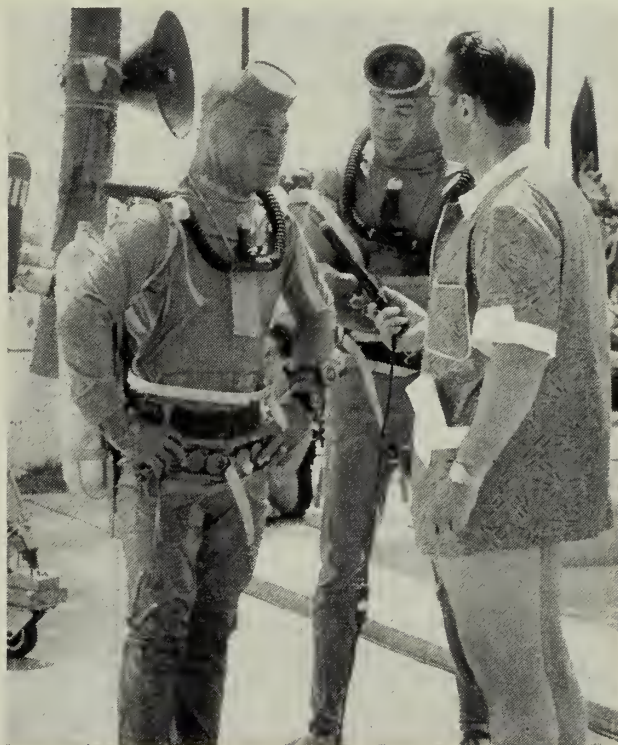
## Survival on TV

**T**ECHNIQUES used by the Navy's frogmen and the use of survival equipment of naval airmen were demonstrated in a nationwide television broadcast recently when radio's and television's Arthur Godfrey included them in a telecast from Miami Beach, Fla.

CDR Godfrey, USNR, was assisted by enlisted and officer personnel from Naval Air Reserve Training Command, Miami. They provided equipment and participated in the demonstrations.

An aviation enthusiast and naval pilot, Godfrey pointed out the excellent chances Navy aviators now have of survival in the event they are forced to ditch their planes.

*Upper left:* Godfrey gets the word on how to wear various types of gear used by the Navy's frogmen. *Upper right:* Looking a little chilly, Godfrey demonstrates survival clothing and a PK-2 life raft during his morning TV show. *Right center:* Dressed and ready for action, frogmen give TV announcer some information on how they operate. *Lower right:* Advantages of the Navy's seven-man life raft are demonstrated to the TV audience by personnel of NARTU Miami. *Lower left:* Getting together after the demonstration, Navy singers join in a song-fest to the tune of Godfrey's famous ukulele.







# Navy Wins Interservice

or "racehorse" type of basketball, jumped in to an early lead. But Los Alamitos, playing deliberate, ball-control basketball, came back to gain a first quarter lead.

Forced to play a different brand of basketball, Quantico was never able to maintain its offense. At the end of the first quarter, Los Alamitos led 21-15. The Naval Air Station sailors outscored Quantico in the second quarter 24-18 to increase their lead to 45-33 at halftime.

Los Alamitos' precision scoring machine continued to pepper the opposition's basket, scoring 46 points in the second half while Quantico was scoring 44 points. The final count again: 91-77.

All five starters for Los Alamitos scored in the double figures. Al Roges led with 28 points, followed by Rollie Hans 17, George Yardley 14, Hal Uplinger 12 and Johnnie Arndt 10. Paul Arizin was high for Quantico with 30 points while Jim Walsh scored 17. No other Marine player was able to score more than six points—a tribute to the excellent Los Alamitos defense.

Arndt, 5 ft. 10 in. Los Alamitos guard, was voted the "Outstanding Player" of the tournament. The speedy Arndt, former player for the Fibber McGee and Molly team of the N.I.B.L., was outstanding in his ball

control tactics. "He practically controlled the ball by himself," Captain Roy Shiel, USMC, Quantico's coach said later.

Los Alamitos scored 43 percent of its shots during the championship game while Quantico was shooting a respectable 36 percent. Even at that, Los Alamitos' shooting percentage was not as high as its average in the All-Navy competition.

Playing the Eastern Navy champions, the Great Lakes "Bluejackets," at NTC Great Lakes, Ill., Los Alamitos, the Western champs, put in 46 percent of all shots. The "Air Raiders" defeated the Bluejackets in two straight games, 81-61 and 82-79, to win the All-Navy diadem and the right to represent the Navy in the Interservice tournament.

In the first game of the All-Navy championship match, George Yardley, former All-American at Sanford, scored 38 points on 16 field goals and six free tosses, to lead his team to victory. He scored 16 in the second half, taking only eight shots but connecting on all of them.

Carl McNulty, former Purdue University star, guarded Yardley in the second game and held the lanky Los Alamitos ace to 15 points. But that just opened the dike elsewhere. Little Johnnie Arndt proved to be "John-

**INTERSERVICE CHAMPS—NAS Los Alamitos 'Air Raiders' beat Quantico Marines 91-77 to win tournament.**

**N**AVY won the first annual Interservice Basketball Championship as the NAS Los Alamitos "Air Raiders" trounced the Quantico Marines 91-77 in the title game at Offutt Air Force Base, Omaha, Neb.

In the consolation game, Sampson Air Force Base defeated Fort Belvoir 86-76.

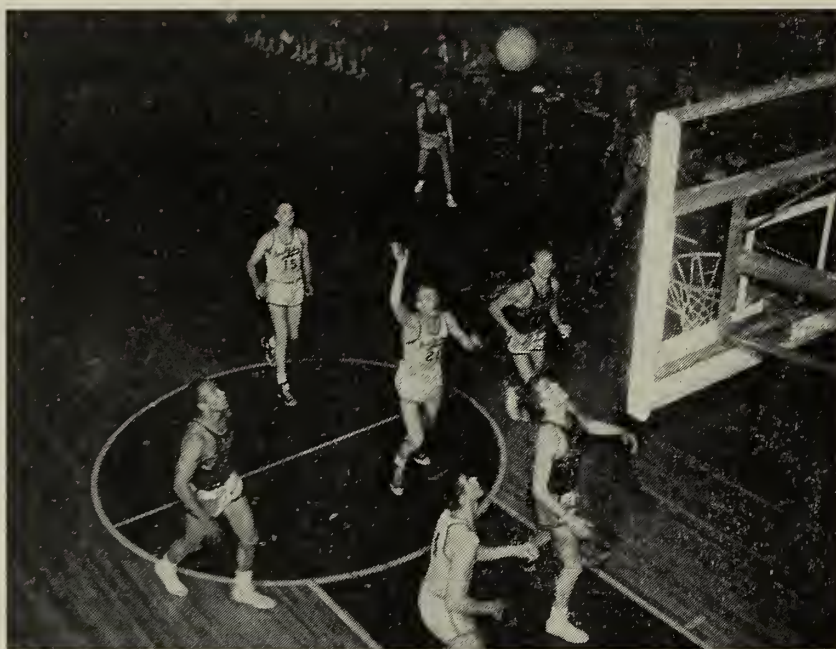
In the semi-finals, Los Alamitos disposed of Fort Belvoir 77-70 while the Quantico Marines were doing away with Sampson 80-60.

Rollen Hans, Los Alamitos guard, stole the show in the Alamitos-Belvoir game as the Navyman held the Army's Dick Groat, former Duke University All-American, scoreless in the first half. Although Groat did score 14 points in the second half, Los Alamitos won. The game was nip-and-tuck until the final quarter when the "Air Raiders" pulled away fast—to win by seven points.

Quantico, with Paul Arizin, former Villanova ace netting 30 points, easily whipped the All-Air Force champions from Sampson AFB. Chuck Stevesky scored 18 points for the losers.

Los Alamitos was pitted against the Quantico marines in the championship game and was a slight pre-game favorite. The "Air Raiders" lived up to their advance billing as they dealt Quantico its worst defeat of the season and its only defeat this year by a service team.

Quantico, which plays a running



**ALL-NAVY basketball was won by Los Alamitos which beat Great Lakes in two-out-of-three series. The team then went on to win Interservice Tourney.**



# oop Championship; Boxers Place Third

nie-on-the-spot" as he scored 21 points to lead the "Air Raiders" to their second victory and the All-Navy championship.

Los Alamitos wrapped up the All-Navy championship in the second game in the last five minutes. Great Lakes had forged ahead 73-72 but at this point Arndt tallied five quick points and the "Raiders" were home free.

Here's how the top teams reached the All-Navy finals. (All play-offs were double-eliminations.)

## WESTERN ELIMINATIONS

### Naval Districts

#### 1st Round

NAS Sand Point	70	Kodiak All-Stars	55
NAS Las Alamitos	83	NAS Alameda	77

#### 2nd Round

NAS Las Alamitos	92	NAS Sand Point	62
NAS Alameda	77	Kodiak All-Stars	66

#### 3rd Round

NAS Alameda	78	NAS Sand Point	50
-------------	----	----------------	----

#### 4th Round

NAS Los Alamitos	92	NAS Alameda	74
------------------	----	-------------	----

Winner — NAS Los Alamitos

### Pacific Fleet

ComPhibPac	101	Hawaii All Stars	74
ComPhibPac	87	Hawaii All Stars	57

Winner — ComPhibPac

### Western Semi-Finals

NAS Los Alamitos	74	ComPhibPac	49
NAS Los Alamitos	72	ComPhibPac	60

Western Champions — Los Alamitos

## EASTERN ELIMINATIONS

### Naval Districts

#### 1st Round

Newport Naval Base	79	NAS Niagara	71
NAS Memphis	87	NAS Atlantic City	74
NTC Great Lakes	76	NTC Bainbridge	68
NATTC Norman	78	NAS Patuxent River	69

#### 2nd Round

NTC Great Lakes	103	NAS Memphis	91
NTC Bainbridge	104	NAS Atlantic City	83
NATTC Norman	91	Newport Naval Base	88
NAS Niagara	94	NAS Patuxent River	77

#### 3rd Round

NATTC Norman	65	NTC Great Lakes	64
NAS Memphis	97	NTC Bainbridge	92
NAS Niagara	78	Newport Naval Base	76

#### 4th Round

NTC Great Lakes	95	NAS Memphis	71
-----------------	----	-------------	----

#### 5th Round

NTC Great Lakes	85	NATTC Norman	58
NTC Great Lakes	85	NATTC Norman	64

Winner — NTC Great Lakes

### Atlantic Fleet

The DesLant All Stars were the top Navy team in the Atlantic Fleet basketball championships, but no scores are available. Deslant was selected to represent the Atlantic Fleet in the play-offs.

### Eastern Semi-Finals

NTC Great Lakes	82	DesLant All Stars	67
NTC Great Lakes	88	DesLant All Stars	63

Eastern Navy Champion — NTC Great Lakes



INTERSERVICE middleweight champ, Navy's Bill Tate (right) ducks under uppercut of Marine Richard Hill. Tate won in one of the meet's best bouts.

THE first Interservice Boxing Tournament was held this year at Bainbridge, Md., Naval Training Center, with the Navy acting as host. More than 8000 fans jammed into the station's amphitheater to watch the 30 action-packed fights that made up the two day tourney.

The boxers, the cream of service ring champions, came from duty stations all over the world. They had fought their way up through a number of elimination bouts to gain the right to represent their service at Bainbridge. For details on how the Navy's fighters reached the interservice finals, see below.

The U.S. Army, the pre-tournament favorites, won the Interservice team boxing championship, amassing 36 points and taking six individual championships. Second with 26 points were the Marines (who competed independently) followed by the Navy with 22 points and the Air Force with 18. There Marine boxers won individual titles while a Navyman garnered the other.

Bill Tate, All-Navy middleweight and holder of numerous other championships, was the only sailor to reach the pinnacle of service boxing. Besides winning the All-Service championship, Tate was also voted the "Most Outstanding Boxer" of the tournament.

In the semi-final bout in the 165

pound class, Tate, a dentalman striker at NTC Great Lakes, Ill., wasted little time in taking the measure of the All-Air Force titlist, John Rodriques. Tate was in complete control throughout the fight. The referee stopped the bout and declared Tate the winner by a TKO in the second round.

This victory set the stage for Tate's championship battle the following night against Richard Hill of the Marines. Hill had scored the quickest knockout of the tournament in the semi-finals when he chilled Bill Finney of the Army in 56 seconds of the first round.

The Tate-Hill set-to proved the outstanding fight of the finals. Both fighters showed plenty of ring knowledge, hitting power and courage.

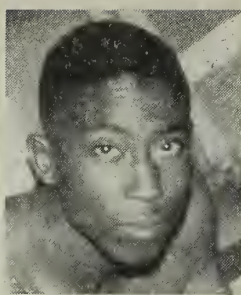
Both "stand-up" type fighters, they felt each other out in the opening seconds of the championship bout. Then Hill suddenly drove Tate into the ropes with a looping left hook to the body. Tate bounded off to blast Hill, staggering him and forcing him to the defensive. A stinging overhand right by Tate nearly sent Hill to the canvas, but the ring-wise Marine boxed out of danger, and the round ended.

Tate moved in as the second round opened and tried to draw Hill into a close quarter exchange. Hill countered with lefts to his opponents head, with little effect. As the round pro-





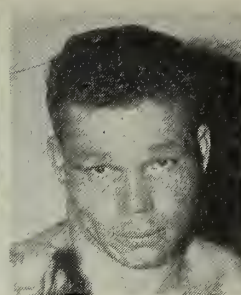
Tate



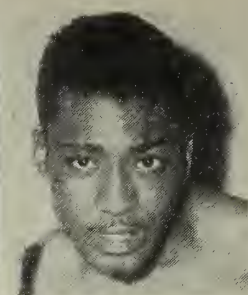
Franklin



Haynes



Lee



Jackson

gressed, Tate became more aggressive and finally caught Hill with two hard punches. A left to the body, followed by a leaping right to the chin drove the Marine into a neutral corner as the bell sounded a welcome reprieve for the All-Marine champion.

Tate opened the final round, employing left and right hooks to the head. Continually moving in, Tate stood toe-to-toe with a refreshed Hill, who continually counted with straight right hands to Tate's head. The leather-pushing sailor blasted two quick lefts to the chin and a straight right to the body to drive the Marine into the ropes once more.

Tate now had a bloody nose but he determinedly pressed the attack. The Marine fought back courageously but was unable to regain any points. Tate, the aggressor throughout, connected with the more punishing blows and was awarded a unanimous decision by the judges.

Other Navy fighters to reach the finals were Bob Jackson, lightweight, Abe Haynes, light welterweight; and Don Lee, heavyweight.

### All-Navy's Outstanding Boxer

Ferrel Snider, FN, usn, from *uss Charles P. Cecil* (DDR 835), was awarded the Captain Jack Kennedy Memorial Trophy as the outstanding boxer in the 1953 All-Navy Boxing Championships. The trophy is awarded annually to the boxer displaying the most courage, aggressiveness, sportsmanship and skill.

Snider had to defeat his hometown boyhood chum, Glen Erwin, SN, of Coronado, Calif., Amphibious Base, of the Western team, to win the 1953 All-Navy featherweight title and the trophy. Both boys are from Fort Worth, Texas, and were stablemates while boxing in Texas amateur circles.

Here is a summary of all the final and semi-final bouts:

### FINALS

**Flyweight**—Nick Lopez, Army, defeated Jesse Herrera, Air Force, unanimous decision.

**Featherweight** — George Davis, Army, defeated Ferrel Snider, Navy, unanimous decision.

**Bantamweight** — Harold Conklin, Marines, won on default from Bob Tenequer, Army.

**Lightweight**—Frank Smith, Army, unanimous decision over Bob Jackson, Navy.

**Light-welterweight** — Juan Curet-Alvarez, Army, over Abraham Haynes, Navy, by unanimous decision.

**Welterweight** — Rudy Gwin, Marines, defeated Henry White, Air Force, split decision.

**Light-middleweight** — Al Hood, Marines, defeated Howard Geen, Air Force, unanimous decision.

**Middleweight** — Bill Tate, Navy, won over Richard Hill, Marines, by unanimous decision.

**Light-heavyweight** — Warrenell Lester, Army, defeated Bryant Thompson, Air Force, TKO.

**Heavyweight**—Zora Folley, Army, won on default over Don Lee, Navy, who was prevented from fighting due to a swollen left eye suffered in semi-finals.

### SEMI-FINALS

#### **Flyweight 112 lbs**

Jesse Herrera, Air Force, won on TKO in second round over John Fusco, Marine, Cherry Pt.

Nick Lopez, Army, KOed Ralph Medina, SOI, usn, *uss Mississippi*, in second.

#### **Featherweight 119 lbs**

Jesse L. Bridgeman, Air Force, lost to Ferrel Snider, FN, usn, *uss Cecil*, by unanimous decision.

George Davis, Army, won over Herman Galvao, Marines, Cherry Point, TKO second round.

#### **Bantamweight 125 lbs**

Harold Conklin, Marines, Quantico,

defeated Archie Horton, SN, usn, NTC San Diego, Calif., TKO in second round.

Robert Tenequer, Army, won on split decision over Arthur Guglielmelli, Air Force.

#### **Lightweight 132 lbs**

Frank Smith, Army, won over Bobby Leeper, Air Force, unanimous decision.

Bob Jackson, Navy, *uss Bauer*, defeated Francis Bond, Marine, Miami, Fla., decision.

#### **Light-welterweight 139 lbs**

Juan Curet-Alvarez, Army, defeated William Morton, Air Force, split decision.

Abe Haynes, Navy, NAS San Diego, Calif., won over Henry Abner, Marines, Miami, Fla., unanimous decision.

#### **Welterweight 147 lbs**

Rudy Gwin, Marines, Camp Lejeune, defeated Rudy Sawyer, SA, NTC Great Lakes, Ill., split decision. (Sawyer replaced Felix Franklin, All-Navy welterweight champion, who injured his hand and was unable to fight.)

Henry White, Air Force, defeated T. W. Wilson, Army, unanimous decision.

#### **Light-middleweight 156 lbs**

Howard Green, Air Force, defeated Gordon Von Loo, Army, KO in 1:19 of first round.

Al Hood, Marines, Camp Lejeune, defeated Otis Harris, ME3, usn, *uss Mississippi*, unanimous decision. (Harris replaced Nolan Davis, All-Navy middleweight champion who had an injured hand.)

#### **Middleweight 165 lbs**

Bill Tate, DN, Navy, Great Lakes, Ill., defeated John Rodriguez, Air Force, TKO.

Richard Hill, Marines, Camp Lejeune, over Bill Finney, Army, KO in :56 first round.

#### **Light-heavyweight 178 lbs**

Bryant Thompson, Air Force, defeated Jesse Barber, Marines, Camp Pendleton, Calif., unanimous decision.

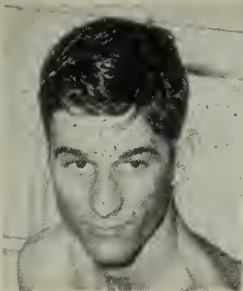
Warrenell Lester, Army, defeated Charles Butler, Navy, NTC Bainbridge, Md., TKO.

#### **Heavyweight Unlimited**

Zora Folley, Army, won over Harold Johnson, Air Force, unanimous decision.

Don Lee, SH3, Navy, *uss Mississippi*, defeated Aubrey House, Marines, Camp Lejeune split decision.





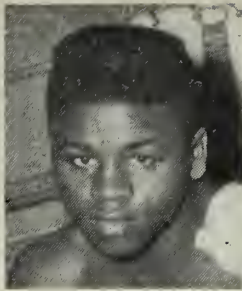
Snider



Davis



Medina



Butler



Horton

## All-Navy Boxing Eliminations

The stage had been set for the Interservice bouts the week before when the Navy's top fighters gathered at NTC Bainbridge, Md., to fight it out for All-Navy honors.

Twenty boxers, Eastern Navy and Western Navy champions, were matched to determine the top ten Navy fighters and the men who would represent the Navy in the Armed Forces finals.

The Eastern team came out best with their fighters winning six championships, to four for the Western team. Charles Butler, SN, of NTC Bainbridge, won his light heavyweight title for the Eastern team without entering the ring. His opponent, Ronald Clark, AOAN, USN, of NAS Alameda, Calif., fractured his wrist and was forced to default.

Starting the Eastern team on its road to victory, Ralph Medina, SO1, USN, of USS *Mississippi* (AG 128), decked Gerald Johnson, AA, USN, of Fleet Air Wing Four, NAS Whidbey Island, Wash., in 1:21 of the second round.

Another sailor from *Mississippi* engaged in what was considered the best bout of the evening. Heavyweight Don Lee, SH3, USN, scored a second round TKO over Marlin Mettler, FN, USN, of the Pearl Harbor Submarine Base. Here's how that bout went.

As the bell for the opening round sounded, Lee met his opponent in the center of the ring with a stinging left to the body that sent Mettler to the canvas. After taking the required eight count (AAU rules require an automatic eight count when a fighter is knocked down), Mettler came off the deck and showed some of the ability that had won for him his nine previous fights by knockouts. Mettler and Lee traded punch for punch—both fighters were groggy as the bell ended the round.

Science was left in the corner when

the two came out for the second round. Measuring off, both fighters stood flat-footed and swung wicked roundhouse rights and lefts to the head, with the partisans in the crowd of 2,500 fans cheering wildly for their favorite.

After more than two minutes of slugging, Mettler became arm-weary and the stronger Lee landed his Sunday punches, a straight right to the head, followed by a left hook to the body, followed by another right to the jaw. Mettler spun completely around and dropped to the canvas.

Mettler took an eight count, then courageously regained his feet. But the referee stopped the fight, awarding Lee a TKO in 2:34 of the second round.

Here is a summary of the 1953 All-Navy champions and their records:

- **Flyweight** (112 lbs) — Ralph Medina, SO1, USN, USS *Mississippi* (AG 128), Atlantic Battleship-Cruiser champion 1951-52-53; Eastern Navy champion 1953 (Eastern naval districts and Atlantic forces afloat).

- **Bantamweight** (119 lbs)—Fernel Snider, FN, USN, USS *Charles P. Cecil* (DDR 835), DesLant featherweight champ 1952; Eastern Navy champ 1953; Texas Athletic Federation (112 lbs) champ 1949; Outstanding boxer 1953 Atlantic Fleet Tourney.

- **Featherweight** (125 lbs)—Archibald Horton, SN, USN, NTC San Diego, Calif., Alabama State flyweight champion 1950-51; Western Navy champ 1953 (Western Naval Districts and Pacific fleets).

- **Lightweight** (132 lbs) — Bob Jackson, SN, USN, USS *Harry F. Bauer* (DM 26), Philadelphia Police Athletic League champ 1951; 9th N.D. champ 1952; Eastern Navy champ 1953; finalist, Charlotte, N. C., Golden Gloves 1953.

- **Light-welterweight** (139 lbs)—Abraham L. Haynes, SN, USN, NAS San Diego, Calif., Alaskan Interser-

vice welterweight champion 1949-50; All Navy welterweight runner-up in 1950; Western Navy champ 1953.

- **Welterweight** (147 lbs)—Felix Franklin, SD3, USN, USS *Winston* (AKA 94), Western Navy champion 1953; AAU champion 1949; Champion, San Diego and Los Angeles Golden Gloves 1950-51; runner-up All Navy 1952; semi-finalist, Chicago Tournament of Champions.

- **Light middleweight** (156 lbs)—Nolan Davis, SN, USN, Naval Amphibious Base, Coronado, Calif., Western Navy champion 1953; runner-up All Navy 1952; represented Navy in final U.S. Olympic trials; champion San Diego Golden Gloves and San Diego Junior AAU 1953.

- **Middleweight** (165 lbs)—Bill Tate, DN, USN, NTC Great Lakes, Ill., Chicago Golden Gloves champion 1949; Chicago CYO champ 1951-52-53; Chicago-New York Inter-city champ 1952-53; middleweight champion, Chicago Tournament of Champions 1953; Illinois A.C. champ 1951-52-53; 9th N.D. champ 1953; Eastern Navy champ 1953; Outstanding boxer award in Eastern Navy boxing tournament; Interservice Middleweight champ 1953; Outstanding Boxer award, 1953 Interservice tournament.

- **Light heavyweight** (178 lbs)—Charles Butler, SN, USN, NTC Bainbridge, Md., New Jersey light heavyweight champ 1950-51; 5th N.D. champ 1952-53; Washington, D.C. Golden Gloves champ 1953; All-Navy champion 1952; Olympic trials finalist 1952. Only defending champion returning to this year's All-Navy ring wars.

- **Heavyweight** (Unlimited)—Don Lee, SH3, USN, USS *Mississippi* (AG 128), Atlantic Fleet titlist 1951-52-53; Runner-up in 1952 All Navy light heavyweight class; New England AAU champ 1950; Battleship-Cruiser Force Atlantic Fleet, champion 1951-52-53.



# LETTERS TO THE EDITOR

## Shorthand Requirements for Yeomen

**SIR:** There is a question in my mind as to why the Navy requires YN1 and YNC personnel to be qualified in shorthand. No one seems to have a clear answer.

In many cases, graduates of shorthand school are assigned to duty in which there is little demand for a stenographer and the knack of taking dictation is obtained only by experience.

It seems to me there is a loss of money, time and manpower in training men in shorthand. Some men even spend their own money to attend night school to learn shorthand in order to qualify for the higher YN ratings. — E. J. A., Jr., YNSC, USNR.

• *The Research Division of the Bureau of Naval Personnel is making a comprehensive study to determine whether shorthand requirements should be changed. The Rating Structure Review Board which convened in the Spring of 1952 studied rating structure problems, including shorthand requirements, and recommended that shorthand be removed from YN qualifications and that instead NJCs be utilized to reflect the special skill of YNs qualified in shorthand.*

Some modifications in the YN stenographic requirements were made in the current revision to the Manual of Qualifications for Advancement in Rating, NavPers 18063, which is coming out this June. Take a look at that. In addition, an analysis of complements and allowances is being made to insure that billets requiring stenographic skills are properly identified so that they may be filled by qualified personnel. — Ed.

## Music Qualifications for PN's, PNT's?

**SIR:** The service-wide competitive examinations for PN3 in February included a number of questions on music. Will the contestants in the PN and PNT ratings be scored on the music questions? — J. H. W., PN3, USN and J. J. F., PNTSN, USNR.

• *No, the questions pertaining to music which were included in the PN3 February 1953 examinations applied only to personnel competing for advancement to PNW3. Neither the new Manual of Qualifications for Advancement in Rating (NavPers 18063, Rev. 1952) upon which the August 1953 exams will be based nor the old Quals Manual upon which the February 1953 exams were based, require the music qualifications for PN3 or PNT3.*

Training Courses and Publications for General Service Ratings (NavPers 10052, March 1952), page 9, lists the

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

publications, manuals and study courses required for study in preparing for the PN3 professional exams. Military Requirements for all rate levels are listed on page 5. — Ed.

## Moving HHE When Ordered to Sea

**SIR:** I was transferred from recruiting duty at Kansas City, Mo., to NAS Olathe, Kans., where the Supply Officer could not provide permanent or temporary storage facilities for my household goods. I had my HHE shipped at Government expense to NAS Patuxent, Md., and the Supply Officer placed the shipment in temporary storage in Washington, D. C.

I am now on overseas duty. If I should be assigned to a permanent duty station on the West Coast could I have my HHE shipped to the new duty station at Government expense? — E. B. L., ADC, USN.

• *When members of the naval service receive orders for a tour of sea duty current regulations permit shipment of household goods to a selected point in the U. S. and, upon reassignment to a permanent duty station in the U. S., household goods may be re-shipped at Government expense from the selected point to new permanent duty station.*

For a round-up of hints on handling household effects for shipment and eligibility requirements, see ALL HANDS, December 1952, pages 46-49. — Ed.

## This Is Knot Nautical!

**SIR:** Please let us be the 100th or so to point out the fact that "knots per hour" is not the right thing to say. You had it like that in your March issue on page 38 in the story of the crew's recreation room in USS Philippine Sea.

Otherwise, let us add, it was a fine issue. — G. H. C., LCDR, USN and P. J. R., LT, USN.

• *As any seaman knows, "knots" is the correct term for the speed of a ship. Knots, of course, means "nautical miles per hour." Thanks for the word — we've been receiving them by the hour — we hang our collective heads in shame. — Ed.*

## Involuntarily Extended Enlistments

**SIR:** I would like to know if the enlistments of USN enlisted personnel are going to be involuntarily extended after 1 July 1953. — A. R., MM3, USN.

• *Regular Navy personnel whose enlistments expire after 1 July 1953 will not be involuntarily extended, according to BuPers Inst. 1133.1A. For more information, read the separation story in the Bulletin Board section of this issue. — Ed.*

## Mr. 4 By 5

**SIR:** In the April issue of ALL HANDS, in the Word section on page 7, you mention that naval officers are required to send to BuPers a photograph of themselves from time to time for their Fitness Report Jacket.

You say that the size of the photo should be approximately 4 by 6 inches. However, the Manual of Naval Photography of 1951 says these shots ought to be 4 by 5 inches.

Which is right? — W. B. H., LT, USN.

• *We got our info from BuPers Manual, Article B-2204, which states 4 by 6.*

However, as a result of your letter and several others in the same vein, BuPers will soon put out a change to BuPers Manual which will make it 4 by 5. This change in size will enable Navy photographers to print four instead of three photos on standard stock and should mean a savings in time and money. — Ed.

## Does Advancement Affect Release?

**SIR:** A Reservist, I expect to be released from active duty next December. I wonder if receiving the PO3 rate for which I am now studying will affect in any manner my release date? — H. M., SN, USNR.

• *Receiving an advancement in rating will in no way affect your date of release from active duty. — Ed.*

## True or False?

**SIR:** I have a question about the grading of the Fleet-wide competitive examinations for advancement in rating. I have been informed that an answer on the examination, although not absolutely correct, is given a certain percentage of credit toward an advancement in rating. Is this true? — R. M. S., YN3, USN.

• *No. The questions in the service-wide examinations for advancement in rating are of the multiple choice type. Answers are graded as correct or incorrect and no partial credit is given. — Ed.*



## Two Flag Commands on One Ship

SIR: In the wardroom of our ship we are "in irons" over a discussion about doubling up unit commands in a flagship. When a senior unit commander is embarked in a ship is there any regulation or custom to prevent a junior unit commander from embarking in the same ship and both commands using the ship as a flagship?

We've referred to Navy Regs, but while there is nothing in the Regs prohibiting it, there is nothing indicating that it is permitted. — P. D., LCDR, USN.

• While there is no specific regulation covering the exact situation, it would appropriately come under the authority of a commander — as expressed by Art. 0502 of Navy Regs.

The senior unit commander, in that he has authority over the junior unit commander, probably would not authorize the junior to embark in the flagship unless it was under unusual conditions or an operation that would require both

unit commanders to be aboard the same ship. Flagships are assigned by the Chief of Naval Operations upon the recommendations of the fleet and type commanders, and few vessels are designed to accommodate more than one unit commander. Among these few are the tactical command ship USS Northampton (CLC 1) and amphibious force flagships (AGCs) — ED.

## Medals for Units at Okinawa

SIR: What medals have been awarded to units stationed at Okinawa since the war in Korea began? Navy units that have been stationed here at one time or another since June 1950 are: Fleet Air Wing One Detachment, Naha Naval Air Facility, FasRon 118, Augmenting Unit 0123, CBD 1525, CBD 1802, VP-1, VP-2, VP-22, VP-28, ServRon Three Detachment and White Beach. — F. J. C., LTJG, USNR.

• BuPers doesn't maintain a file of units eligible for medals according to the area of operations. Units eligible for awards are filed instead in alphabetical order. Of the ones mentioned in your letter, the following are credited medals as listed: VP-1 — Korean, United Nations and China Service medals; VP-2 — China Service Medal; VP-22 — China Service Medal; VP-28 — Korean and Navy Occupation (Asia) Medals; Naha Naval Air Facility (Formosa Strait Patrol) — China Service Medal. To date, no information has been received concerning the other units. — ED.

## Limitation on Death Compensations?

SIR: Are there any income limitation provisions applicable to survivors in the payment of compensation for the death of a serviceman who dies as a result of a disease or injury incurred or aggravated by active service in the line of duty? — W. W. P., LCDR, USN.

• There are no income limitation provisions applicable to the payment of death compensation from the Veterans Administration and such death compensation payments are not subject to Federal or State income tax. — ED.

## Naval Reserve Medal

SIR: While on liberty I've noticed quite a few sailors wearing what they call the "Reserve Ribbon" for lengthy naval service. However, many of these men wear no hash marks on their sleeves. How do they earn one without the other, and what are the requirements for the ribbon? — F. J. K., BM3, USN.

• The ribbon you are seeing is probably for the Naval Reserve Medal.

This medal, whose ribbon is red with blue and white stripes at the sides, is not won overnight. To earn it, an enlisted man or officer must perform 10 years of "satisfactory Federal service." This service may be active or inactive



CHIEF MORRIS is shipped over for his 12th tour by CAPT. W. P. Burford, USN.

## Last of 'Apprentice Boys'

SIR: I was greatly interested when I looked at the October 1952 issue of ALL HANDS to see that I was listed as one of the oldest—if not the oldest—enlisted men on active duty in the Navy from the standpoint of age and service. Believe me, I don't feel that old!

I enlisted in the Regular Navy in 1903 as an Apprentice third class and am still on active duty — the last of the "Apprentice Boys" and one of the last to wear the Figure of Eight knot on my right sleeve as far as I know. Last April I completed my 50 years of service.

Incidentally, during the first World War I was attached to USS Downes (DD 45) and we escorted some of the transports and cargo ships across the "Pond." The Book Supplement in the December issue ("Q-Boats, Mystery Ships of World War I") was great and brought back fond memories. I would like to congratulate you on the wonderful magazine and the complete information given.

At present, I am "liaison" between the Shore Patrol and the San Diego city police and courts. It's sort of my life's work to attempt to keep Navy-men out of all sorts of trouble and this job gives me the chance.

When I look back through the years I wish we had had the chances and opportunities of today, but it is still the same Navy and the same spirit and loyalty and tradition. I hope I will be around to keep it going for some time to come. — Harry S. Morris, TMC, USN.

• Smooth sailing, Chief, and thanks for the kind words. — ED.

## AMSs Identified

SIR: On page 38 of the January issue of ALL HANDS, you show three unnamed AMS class minesweepers retiring under fire from Communist shore batteries at Kojo, Korea. In the foreground is USS Redhead (AMS 34). The USS Osprey (AMS 28), which had just suffered a near miss is the second ship and in the background is USS Waxbill (AMS 39). Had this picture been taken a couple of minutes earlier, it would have shown a nice selection of shell splashes. — P. W. R., Jr., LT, USN.

• Our thanks to ComMinDiv 31 for identifying the ships in our photo. Osprey, incidentally, has been cited for "consistent aggressiveness" by her task force commander. The 136-foot craft has been on duty in the Far East continuously since the outbreak of hostilities and has participated in every major naval action on both coasts of Korea. — ED.



MINESWEEPERS (l-to-r) USS Waxbill (AMS 39), Osprey (AMS 28) and USS Redhead (AMS 34) are shown in Korea.

or both. During this time, the person who earns it must accumulate a yearly total of 50 Naval Reserve "retirement points." Full details on this award — and a similar award, the Armed Forces Reserve Medal — are in the December 1951 ALL HANDS, pages 50-51. — ED.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Kidd (DD 661) and uss Black (DD 666)** — **uss Kidd** will hold its fifth annual reunion, 14-16 August at the Governor Clinton Hotel, 7th Ave. at 31st St., New York, N. Y. **uss Black** is scheduling its Second Annual Reunion at the same place and time. Information for both reunions may be obtained by writing H. F. Monning, 310 East 8th St., Kewanee 9, Ill.

• **LCIL Flotilla 24** — A reunion of all officers will be held 3 to 6 July at Commander Jannotta's home, 100 Great Hills Rd., Short Hill, N. J. For particulars, contact R. C. "Happy" Chandler, Black Rock Rd., Yardley, Pa.

• **VPB 73 (formerly VP 53 and VP 73)** — A squadron reunion will be held at the Hotel LaSalle, Chicago, Ill., 5, 6 and 7 June. Persons planning to attend should contact John G. O'Neil, 17800 W. Seven Mile Rd., Detroit 35, Mich. In return he will send you complete details and schedule.

• **U. S. Naval Academy Class of 1944** — Members of this class will hold their 10th reunion at Annapolis, Md., on 2-4 Oct 1953. Additional information may be obtained by writing to 1944 Reunion USNA Alumni Association, Annapolis, Md.

• **55th Naval Construction Battalion** — The eighth reunion will be held at the Winthrop Hotel in Tacoma, Wash., on 27 and 28 June. For information, contact J. A. Arsanto, President, 1823 South Sprague St., Tacoma, Wash.

• **302nd Naval Construction Battalion** — The sixth annual reunion will be held 19, 20 and 21 June at the Sylvania Hotel, Philadelphia, Pa. For information, contact Martin Lowe, Secretary, 8441 Bayard St., Philadelphia, Pa., or Harry W. Price, Jr., President, 135 W. Third St., Lewistown, Pa.

• **North Sea Mine Force Association** — Men who served during the laying and sweeping operations in the North Sea will hold their annual reunion at the Hotel New Yorker, New York, N. Y., on 8, 9 and 10 Oct 1953. For further information, contact Jacob J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y.

• **uss LST 816** — All hands who served in this ship any time from October 1944 to June 1946, and are interested in holding a reunion in July, with time and place to be decided, contact Calvin L. Gaither, EM3, USNR, 106½ Haltom St., Hot Springs, Ark., or Roy D. King, 1018 South Oakley Blvd., Chicago 19, Ill.

• **uss LST 325** — All hands who served aboard this ship and wish to attend a reunion in New York City this fall, contact Dr. J. Clark Gleeson, 341 Nassau St., Princeton, N. J.

• **uss LST 846** — All hands who served aboard this ship and are interested in a reunion, with time and place to be decided, contact Edward R. O'Donnell, 5530 W. Flournoy St., Chicago 44, Ill.

• **uss Albemarle (AV 5)** — The reunion proposed for the summer of 1953 has been indefinitely postponed. Former officers will receive additional information by mail at a later date. CAPT D. L. Mills, USN, NAS Miramar, San Diego 45, Calif.

• **uss Taylor (DD 468)** — Men who served in this ship from 1942 to 1946 and are interested in a reunion to be held early in September 1953 in Denver, Colo., Chicago, Ill., or other suitable location, contact Eddie Kulak, 438 Truman Boyd Manor, Long Beach, Calif., or Nick Apostola, 3564 Dartmouth St., San Diego 10, Calif.

• **Waves** — All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• **3rd Special Naval Construction Battalion** — A reunion will be held in Chicago, Ill., in the Southmoor Hotel on 6, 7 and 8 Aug 1953. Those interested, contact C. F. Simpson, 7048 Oglesby Ave., Chicago 49, Ill.

## Salvage Divers School

SIR: I am a construction mechanic attached to CBD 1525. I applied for Salvage Divers School at Bayonne, N. J., but was turned down on the basis that my rate is not applicable. As I understand it, all machinery rates in the engineering group are eligible for the school. Since there is a close similarity between a machinery repairman and a mechanic, it seems to me my rate of CMCN should be applicable. What about it? — F. H. S., CMCN, USN.

• **Enlisted personnel who attend the Salvage Divers Course at the Naval School, Bayonne, N. J., are selected from the following ratings: BM, DC, MM, EN, FP, ME and SN or FN who are designated strikers for one of these ratings. In addition, enlisted candidates must have a background in mathematics and physics and a record of above average mechanical ability. They must also have 18 months' obligated service or execute an agreement to extend their enlistment.**

Inasmuch as your rating is not one of these listed above, you are not presently eligible for the Salvage Divers course. However, a study is being made regarding the advisability of extending the eli-

gible ratings to include certain applicable CB rates, one of which is mechanic (CM). As a designated striker for this rating, you would be eligible to apply for the Salvage Divers course, if and when CB ratings are added to the list of those eligible for the course.

More detailed information on service schools may be obtained in your ship's office or from the Training Officer or the Information and Education Officer at your duty station. Just ask them to show you the publication U. S. Naval Training Activities and Courses (NavPers 91769) or its supplement, List of Navy Schools and Courses (NavPers 15795, Rev. Dec. 1952). — Ed.

## Is Flag Allowance Shore Duty?

SIR: Is duty at Flag Administrative Unit, Commander Air Force, U.S. Atlantic Fleet considered sea duty for the purpose of shore duty eligibility? R. F. L. YN1, USN.

• Information concerning sea/shore rotation of enlisted personnel on duty at a flag allowance is contained in BuPers Inst. 1306.20.

In your particular case, duty at Flag Administrative Unit, ComAirLant, is counted as shore duty. — Ed.

## Home Leave for Filipinos

SIR: A couple of years ago a circular letter came out granting enlisted personnel who are citizens of the Philippines the opportunity to obtain leave in their homeland. Can you tell me what provisions were made by this letter? F. B. S., SD3, USN.

• The letter you refer to is BuPers Circ. Ltr. 37-50 (NDB, 31 March 1950). Under its provisions, enlisted personnel who are citizens of the Republic of the Philippines or naturalized U.S. citizens of Philippine extraction have been able to obtain leave in their homeland upon completing a tour of duty in the western Pacific or upon reenlisting immediately on board. However, those personnel who agree to extend their enlistment for a specific duty assignment and having been so assigned, reenlist instead of extending are not eligible for such leave.

The letter points out that "due to transportation difficulties and the excessive loss of time involved, it is impracticable to grant personnel permission to visit the Philippines while on annual leave except those indicated in the above paragraph. However, exceptional cases may be referred to the Chief of Naval Personnel for decision." — Ed.

### When to Apply for Fleet Reserve

SIR: Can a chief petty officer completing 19 years and six months service submit his application to BuPers for transfer to the Fleet Reserve after completing 19 years and one day service, or must he wait until he has completed the full 19 years and six months? — A. J. L., BTC, USN.

• *Transfer to Fleet Reserve, Class F-6, may be effected upon completion of 19 years and six months' active Federal service. However, application for transfer may be submitted upon completion of 18 years and six months' active service.* — Ed.

### Combat Pay for Ships' Crews

SIR: *uss Chatterer* (AMS 40), the ship in which I served from February 1949 to March 1951, spent a large part of that time in Far Eastern and Korean waters. Because of its combat operations, I and other crewmen believe that we may be qualified for combat pay.

I've looked over the various lists of "designated" combat units, however, and can find no mention of my old ship although other minesweepers of our division are listed. Could you throw some light on this situation? — W. E. L., QM1, USN.

• *Your ship would come under the period (for designation as a combat unit) from 1 June 1950 to 30 June 1952. Two OpNav Notices have been issued for this period listing more than 390 ships and units as "designated" or "non-designated" combat units. Some 30 have qualified for the necessary six or more days a month, meeting the combat pay requirement. Your ship happens to be one of four ships on which full combat pay reports have not yet been received for that period.*

The ship's name, however, has appeared on lists for other periods. — Ed.



TACONIC'S bakers turned out a 200-lb cake. L-to-r, F. T. McCullough, CSSN; T. Maniscalco, CSC; G. E. Kracht, CS2; PCLK L. Grift and I. C. Burnside, CSSN.

### Sailing Cake

SIR: We agree that the bakers on board *uss Philippine Sea* (CVA 47) and *uss R. B. Anderson* (DD 786) turned out some pretty good cakes (see ALL HANDS, March 1953, p. 11) but we think the cake baked by our bakers on board *uss Taconic* (AGC 17) beats the frosting off both of 'em. Ours, a 200-lb. number, was baked especially for a ship's dance (see cut).

Incidentally, weren't the captions on the two pictures in the March issue reversed? — G. R., CAPT, USN.

• *Herewith a photo of Taconic's unique cake and a short round of applause for a pair of sharp eyes. The two captions certainly were reversed by mistake by our printer.*

We understand, incidentally, that in

*addition to baking unusual cakes, uss Taconic is unusual in other ways too. Her generous crew contributed \$2180 to the March of Dimes recently and one of her crewmen not long ago was selected for the title "Mr. Taconic" by a well-known movie star.*

*Looks like some guys can eat their cake and have it too!* — Ed.

### Same Exam for Identical Rates

SIR: Does a man in an aircraft patrol squadron with the same rate as a man in an air transport squadron take the same examination for advancement? — A. V. W., AO1, USN.

• *Yes. Men with identical rates take the same service-wide competitive examinations for advancement to the next higher pay grade.* — Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)





**FILING TWIST—** Liberty cards dropped in box (left), then filed with data cards

### Liberty Card File

SIR: A very satisfactory system for the handling of liberty cards has been in effect for more than a year at Fas-Ron 12 and we thought that maybe other activities might be interested in it.

The card file drawer, as shown in the photograph, is utilized for both liberty cards and personal data cards on squadron personnel. The large white data cards contain information such as: "billet number," "Qualified in use of .45 pistol" and "Qualified Navy driver," and are permanently filed here. The individual's liberty card, when not in use, is also kept in this file.

When a man returns from liberty, he drops his liberty card in the slot marked for his division in the liberty card box. Replacing the cards in the file takes only a few minutes and each liberty card is easily accounted for and readily available.

Another advantage is that the cards are kept in a usable condition for a longer than average period of time.

—D. T. F., LTJG, USNR.

• The liberty card box idea has been in use for some time at a number of commands, and, as you say, it has proved to be a good idea. As to the matter of filing liberty cards with data cards, in some cases boxes like these could eliminate the need for checking two alphabetical files.

—ED.

### Uniform Allowances for Corpsmen

SIR: I am serving with a Fleet Marine Force detachment as a hospital corpsman and I would like to know if I am still entitled to my Navy clothing allowance while on this duty.—A.G.F., HM3, USN.

• When a Navy enlisted man is ordered to duty in a Marine Corps organization he is credited with a supplementary allowance for Marine Corps uniforms. Also, he continues to receive the Navy monthly cash clothing maintenance allowance.

Refer to ALL HANDS, August 1952, p. 26, for a similar case and a detailed answer to this question.—ED.

### Duty with Naval Security Group

SIR: I am interested in applying for duty with the Naval Security Group. Please advise me what ratings are eligible and what qualifications are required.—R. D. D., YN2, USN.

• BuPers Inst. 1306.23 sets forth the necessary, and only, information relative to qualifications, eligibility requirements and duty that is given in connection with transfers to duty with the Naval Security Group.

Personnel who are selected and transferred to duty with the Naval Security Group will be required to qualify for and request a change in rating to Communications Technician (CT). The specific requirements for such change and for future advancement will depend upon the branch for which an individual qualifies and is assigned. Provisions for in-service training and any other appropriate training will be made for all personnel transferred in accordance with this program.

Members of the Naval Security Group perform a variety of specialized and classified duties. Depending on individual qualifications, personnel may be assigned clerical and administrative duties, or duties involving operation and maintenance of specially designed telecommunications and electronic equipment concerned with communication security and other special communications surveillance functions of the Navy. Billets to which members of the Naval Security Group receive assignment are located both within the continental U.S. and at military bases throughout the world.

An announcement of the eligibility requirements for duty with the Naval Security Group can be found in this issue (see page 44).—ED.

### Guerrilla Service

SIR: If a man served in the guerrilla forces and then joined the U. S. Navy after the liberation of the Philippines can he claim his guerrilla service for longevity and retirement purposes? —R. C. O., YNSN, USN.

• No. Service in the guerrilla forces is not creditable as such. It is only creditable if you were in a "missing status" from the U. S. Armed Forces such as the U. S. Navy Insular Force or Philippine Scouts.—ED.

### Orchids for Yancey

SIR: I read your magazine a lot and enjoy it but I have never seen anything on USS Yancey (AKA 93). I served aboard her from 1948 to 1951 so I know she has done plenty in the way of keeping the supplies coming to our fighting units. We were at Inchon, Pusan and Formosa as well as nearly all the ports of Japan, making trips as fast as loading and unloading permitted.—E. E. L., RM2, USN.

• ALL HANDS is well aware of the

oftimes unglamorous but always necessary job being done by Yancey and the other AKAs now operating in the Far East. As a matter of fact, if you'll turn back to page 20 of this issue you'll see that your old ship is mentioned in our three-year round-up of the war in Korea.

What's more, the magazine is always interested in getting newsworthy items from ships of the fleet — AKAs or any other type — that would make good reading for our sailor audience. So remember: if it's novel and if it's Navy, write it up and send it in and you'll get a chance to see your ship mentioned in ALL HANDS.—ED.

### Check That Hoist

SIR: Looking over past issues of ALL HANDS, I thought I'd check the flag hoist shown on page 3 of the February 1953 issue. The Code-Answering pennant indicated that it is from the "International Code of Signals" (H.O. 87). As such, it would mean: "You should increase your speed to 10 knots."

The signal gang of that destroyer should have checked the signaling instructions of the International Code book. Article 48 says: "When a code group requires the addition of numbers to complete its signification, these numbers must be sent as a separate group." Hence the letters and numbers of this hoist should be separated by "tack line" or even run up on different halliards.

I've run across similar signals during flaghoist drills and in convoy operations — which is the reason the picture caught my eye. Incidentally, the International Code book is a good one for all signaling QMs to know, even though it is used only when talking to merchant vessels.—Emmanuel Galea, QMC, USN.

• Good spotting, Chief, and sharp eyes. The letters and numerals should be separated as you state. The QMC who wrote the article said he should have remembered the old saying: "Signalman! Check that hoist."—ED.



**WHAT'S** wrong with this flag hoist?



# How Navy's Top Command Team Operates

THE Navy, as every sailor knows, is a big organization. As such, it takes a top management and operational team to run it.

The hub of the Navy's vast network of ships and shore stations—and of the nation's entire defense organization as well—is the Pentagon.

There, at headquarters within walking distance of the officers of other defense activities, the Secretary of the Navy, his civilian executive assistants, the Chief of Naval Operations and his vice and deputy chiefs have their offices.

From this headquarters issues the constant stream of directives, memos and orders that keep the world's top Navy operating in all the "seven seas."

To understand how the Navy's top command operates, you should get two terms straight right off the bat. They are "*Naval Establishment*" and "*Navy Department*."

*Naval Establishment* is the term applied to the overall Navy—everything—men, ships and aircraft of the Operating Forces, shore stations such as air stations and naval shipyards, the Marine Corps and, in times of emergency, the Coast Guard.

*Navy Department*, a narrower term, is the name given the central directing and coordinating agency. That means Washington, D. C. and the different offices located there. The Navy Department is made up of various bureaus, boards and offices. No bureau, however, carries on its duties independently—all are linked together in a chain of command and divide the work among themselves through a logical division of labor.

(Another term you may see is *Department of the Navy*, which, as defined in the National Security Act, is the same as the term *Naval Establishment*.)

When an order is issued from the top, say by SecNav, it comes down step by step. If it affects several activities it may be divided into parts, and the parts assigned to the bureau or office affected. Within each bureau, the order descends until it reaches the spot where it will be carried out.

## NAVY'S CIVILIAN-MILITARY TEAM

According to American tradition, the Navy's top official, the *Secretary of the Navy*, is a civilian. SecNav administers the Naval Establishment as one of the three military departments in the Department of Defense and is responsible to the Secretary of Defense and to the President for the supervision of all naval matters (see ALL HANDS, April 1953, p. 31-34, for the article and chart on the Defense Department).

Although the Secretary of the Navy has delegated a great deal of his responsibilities and authority to his assistants, he retains direct policy control over the Navy Department and the remainder of the Naval Establishment. Likewise, he retains supervision of public relations, morale and welfare.

Naval Command is the responsibility of the *Chief of Naval Operations*, who serves as the Naval Command Assistant to the SecNav. As the top ranking officer in the Navy he is the military authority for the Naval Establishment.

The principal civilian assistants to the Secretary are the *Under Secretary*, the *Assistant Secretary*, the *Assistant Secretary for Air* and the *Administrative Assistant*

*to the Secretary*. As his military assistants, under the *Chief of Naval Operations*, are the *Vice Chief of Naval Operations*, the *Deputy* and *Assistant Chiefs of Naval Operations*.

## CIVILIAN ASSISTANTS

Take the jobs of the civilian assistants first. Together they form the "business organization" of the Navy Department. The division of responsibilities of these assistants is not fixed with the office, but rather varies as SecNav determines.

- The *Under Secretary* is assigned the responsibility for supervising and coordinating the work of the other civilian executive assistants, and in collaborating with CNO to insure that the policies of the Secretary are properly executed and that economy, efficiency and sound business administration are maintained in the naval establishment. He is the Comptroller of the Navy and supervises budget and fiscal matters. He is responsible for the analysis and review of plans and programs (both current and mobilization) and for their translation into requirements for personnel, material, facilities and funds. He is the Navy member of the Defense Management Council and the Chairman of the Navy Management Council. He sponsors and reviews the activities of the Industrial Survey Division, Office of the Naval Inspector General, and has immediate supervision of the Office of the Comptroller, the Office of Analysis and Review and the Navy Management Staff.

The Navy has two assistant Secretaries, each of whom serves as an extra right hand of SecNav.

- The *Assistant Secretary of the Navy* is responsible for the policies and general procedures governing the procurement, production and disposition of material and facilities and their related legal matters. He determines, in collaboration with CNO, stock levels and replenishment requirements; he is responsible for the administration of inventory control and cataloging systems and representation before other Government agencies of the Navy's procurement requirements. He has general direction of bureaus and offices of the Navy Department in matters relating to the industrial and material support activities of the Shore Establishment. He is the Navy member of the Munitions Board and maintains liaison with the Renegotiation Board. He is responsible for procurement and related matters affecting MSTs. He has immediate supervision of the Office of Naval Material, the office of the General Counsel and the Office of Naval Petroleum and Oil Shale Reserves.

- The *Assistant Secretary of the Navy for Air* supervises all naval aeronautical matters, including coordination with Government agencies and civilian aviation interests. He is the Navy member of the Air Coordinating Committee. He is responsible for the policies and procedures governing the correlation and programing of research, experimental, test and development activities. He is the Navy member of the Research and Development Board and maintains contact with the Military Liaison Committee to the Atomic Energy Committee. He is responsible for matters concerning personnel policy and matters relating to housing and public quarters. He is also responsible for correlation, preparation and pre-

(Continued on page 34)



# ORGANIZATION OF THE NAVY



SECRETARY OF THE NAVY



CHIEF OF NAVAL OPERATIONS

VICE CHIEF OF NAVAL OPERATIONS

DCNO  
OPERATIONS



DCNO  
LOGISTICS



DCNO  
AIR



DCNO  
PERSONNEL



DCNO  
ADMIN



NAVAL  
INSPECTOR  
GENERAL



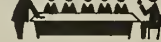
ACNO  
NAVAL  
RESERVE



GENERAL PLANNING  
GROUP



PROGRESS ANALYSIS  
GROUP



VIA SEA FRONTIER COMMANDERS  
AND DISTRICT COMMANDANTS

OPERATING FORCES

JUDGE  
ADVOCATE  
GENERAL



# NAVAL ESTABLISHMENT

Y OF THE NAVY

\*NAVAL ESTABLISHMENT refers to the entire Navy including the operating forces and shore establishment  
NAVY DEPARTMENT refers to the central coordinating offices in Washington, D. C.



UNDER SECRETARY OF THE NAVY

ASSISTANT SECRETARY FOR AIR

THE ASSISTANT SECRETARY OF THE NAVY

ADMINISTRATIVE ASSISTANT

## EXECUTIVE OFFICE OF THE SECRETARY



ADMINISTRATIVE OFFICE



OFFICE OF NAVAL MATERIAL



OFFICE OF NAVAL RESEARCH



OFFICE OF THE COMPTROLLER



NAVY MANAGEMENT STAFF



OFFICE OF NAVAL PETROLEUM RESERVES



OFFICE OF THE GENERAL COUNSEL



OFFICE OF SAVINGS BONDS



OFFICE OF INDUSTRIAL RELATIONS



OFFICE OF ANALYSIS AND REVIEW



MATERIAL REVIEW BOARD



OFFICE OF INFORMATION  
*Reports directly to SecNav and CNO.*



PERSONNEL BOARDS

CHIEF BUPERS

CHIEF BUSHIPS

CHIEF BUORD

CHIEF BUMED

CHIEF BUSANDA

CHIEF BUAER

CHIEF BUDOCKS

SHORE ESTABLISHMENT





(continued)

sentation of legislation and general supervision of legal matters (except those involving material and facilities), including courts-martial. He has immediate supervision of the Office of Naval Research, the Office of the Judge Advocate General, the Office of Industrial Relations and the various personnel boards of the Navy Department.

- The **Administrative Assistant to SecNav** has general supervision and coordination of all matters affecting the departmental administration at the seat of government, including organization, staffing, administrative procedures and funds for the Executive Office of the Secretary. He also supervises and coordinates all matters relating to the creation, disposition and management of records and correspondence, and relating to printing and publications, including their regulations and controls. He has immediate supervision of the Administrative Office, Navy Department and the Office of Savings Bonds.

## NAVAL COMMAND ASSISTANT

- The **Chief of Naval Operations**, as Naval Command Assistant to SecNav, and top-ranking officer in the service, is the military authority for the Naval Establishment.

The duties of the CNO are varied. Among them are the following: He is the principal naval adviser to the President and SecNav on the conduct of war. He is the principal naval adviser and naval executive to SecNav on the conduct of activities of the Naval Establishment. He is the Navy member of the Joint Chiefs of Staff. He has the responsibility of recommending to the President and the Congress the size of the Operating Forces.

To assist the CNO in discharge of the responsibilities there is a Vice Chief of Naval Operations who succeeds to command in the absence of CNO, five Deputy Chiefs of Naval Operations, an Assistant Chief of Naval Operations for the Naval Reserve and a Naval Inspector General. A number of other ACNOs are also assigned under the DCNOs.

- The **Vice Chief of Naval Operations** (VCNO), in his capacity as principal assistant, acts as the medium through whom directives and policies are funneled to the Deputy Chiefs. He is the principal assistant and adviser to CNO, coordinating the activities of the DCNOs and of the Assistant Chief of Naval Operations for Naval Reserve, the Chief of Information, the Naval Inspector General, the General Planning Group and the Progress Analysis Group.

- The five **Deputy Chiefs of Naval Operations** are right arms of CNO in the matters of: *personnel, administration, operations, logistics, and air*.

- The **ACNO (Naval Reserve)** prepares, in cooperation with the bureaus and offices of the Navy Department, plans for the Naval Reserve program.

- The **Naval Inspector General** makes inquiry into and reports on all matters affecting the discipline and military efficiency of the Naval Establishment. He makes inspections, investigations and reports, as directed by SecNav or CNO.

- Operating under the CNO is a **General Planning Group**. The GPG, headed by a Director, prepares and continuously reviews the Navy's *Basic Mobilization Plan* and the *Basic Naval Establishment Plan*, organizes planning committees, allots planning tasks, coordinates and expedites planning of the Navy Department. The Di-

rector supervises the compiling of policy statements and directives required from CNO by the office of the Comptroller of the Navy. He coordinates the preparation of operating programs and estimates on which the service budgets are based, and he coordinates also the preparation of statements on budgetary and appropriation legislative matters for use by CNO and VCNO; further, he coordinates and monitors international standardization programs.

- Also assisting CNO is the **Progress Analysis Group**. Under a Director, it assists in analyzing the progress of preparation for war of the Operating Forces, including the availability of personnel and material.

## "MR. J. C. PSOMSAY"

Next we come to the Bureaus and major Offices of the Navy Department which are headed by **Naval Technical Assistants** to SecNav. One easy way to remember these is to memorize the hypothetical name "Mr. J. C. Psomsay."

Each letter in this fellow's name, "Psomsay," represents a bureau: *Personnel, Ships, Ordnance, Medicine and Surgery, Supplies and Accounts, Aeronautics and Yards and Docks*.

His first two initials represent the *Office of the Judge Advocate General* and the *Commandant of the Marine Corps*. The "MR." stands for two other major offices, the *Office of Naval Material* and the *Office of Naval Research*. Although the last two are placed organizationally under the Executive Office of the Secretary (see chart), each is headed by a "Chief" who is a Naval Technical Assistant.

The Bureaus and Offices are grouped according to the functions they perform. They assist the Secretary of the Navy, his assistants and the Chief of Naval Operations on technical matters. Here, very briefly, is a description of the mission of each one:

- The **Bureau of Naval Personnel** procures, trains and distributes the officer and enlisted personnel of the Navy. It supervises promotion, discipline and welfare of naval personnel and operates field personnel establishments. Once called the Bureau of Navigation, it was renamed in 1942, so that the title would more closely represent its function.

- The **Bureau of Ships** designs, constructs, procures and maintains ships and small craft, radio, sound and other equipment. This Bureau operates several experimental laboratories and is responsible for the upkeep and operation of the naval shipyards. BuShips under its present title was formed by the amalgamation of the Bureau of Construction and Repair and the Bureau of Engineering in 1940.

- The **Bureau of Ordnance** designs, procures, issues and maintains all offensive and defensive arms and armament, ammunition and devices for the control of guns, torpedoes, bombs and rockets. It also operates ordnance field activities, including the various ordnance plants, ordnance depots and proving grounds.

- The **Bureau of Medicine and Surgery** maintains the health of the Navy and cares for its sick, wounded and injured. It operates hospitals, dispensaries, clinics and laboratories and trains the personnel of the Medical Department.

- The **Bureau of Supplies and Accounts** procures, stores and issues supplies, provisions, clothing, fuel and such other material as the technical bureaus do not

procure directly. It keeps the property and money accounts of the Navy and pays vendor invoices and Navy payrolls.

- The **Bureau of Aeronautics** designs, procures and maintains aircraft and aviation equipment. It outfits and replenishes aeronautical activities afloat and ashore and maintains the aeronautic shore establishments. It should be noted that the Deputy Chief of Naval Operation (Air) prepares logistic plans for the support of Navy and Marine aviation and likewise supervises the training of aeronautical personnel.

- The **Bureau of Yards and Docks** designs, constructs and maintains public works and public utilities at shore establishments, both continental and at outlying or advanced bases. This Bureau also trains, organizes and maintains the Construction Battalions (Seabees).

- The **Office of the Judge Advocate General** is responsible for all legal matters of the Navy in the field of military, administrative, legislative and general law. This responsibility covers the entire legal field except the areas of commercial law assigned to the Office of General Counsel, patent law assigned to the Office of Naval Research and real estate law assigned to the Bureau of Yards and Docks.

- The **Headquarters, U.S. Marine Corps**, procures, trains, equips, distributes and administers the officer and enlisted personnel of the Marine Corps and operates its shore establishments. While the Fleet Marine Force operates as an integral part of the Fleet to which assigned, the Headquarters organization is a complete operating organization in itself, being essentially self-contained.

- The **Office of Naval Material** is responsible for the procurement and production policies and methods to be followed by the Navy Department and shore Establishment in meeting the material requirements of the Operating Forces. This office coordinates and directs the efforts of the bureaus and offices and passes on procurement contracts. In addition, it operates a field material inspection service for the benefit of the bureaus.

- The **Office of Naval Research** is the hub of naval science activity. It coordinates research throughout the Naval Establishment and conducts, or contracts for, research and development projects. It works closely with research units in the various bureaus. ONR is also responsible for protecting the Navy's interest in patents and inventions.

#### EXECUTIVE OFFICE OF THE SECRETARY

In addition to the bureaus and major offices listed above, there are other offices and boards which perform staff function and services for SecNav and his assistants. Collectively, these are referred to as the "Executive Office of the Secretary." All offices and boards in this group are treated administratively as separate units of the Navy Department. Besides the Office of Naval Material and the Office of Naval Research, covered above, these offices are:

- The **Office of the Comptroller** (pronounced CON-TROL-ler) is the Navy's financier. It is responsible for budgeting, accounting, progress and statistical reporting, internal audit and for organizational procedures relating to these responsibilities. It works closely with the comptrollers of the Departments of Defense, Army, Air Force and other departments.

- The **Office of Information** is responsible both to

SecNav and the Chief of Naval Operations and coordinates the Navy's public relations program. It keeps the public informed of the activities of the Navy as an instrument of national security and disseminates to naval personnel information on policies and programs.

- The **Office of General Counsel** furnishes legal services to all bureaus and offices in the field of commercial law. It is responsible for all legal matters relative to procurement, contract termination, property disposition and renegotiations.

Other offices of EXOS, the titles of which indicate their function, are:

- **Administrative Office**
- **Office of Industrial Relations**
- **Office of Naval Petroleum and Oil Shale Reserves**
- **Navy Managements Council**
- **Navy Management Staff**
- **Office of Analysis and Review**
- **Material Review Board**
- **Office of Saving Bonds**
- **Various personnel boards**

#### OPERATING FORCES AND SHORE ESTABLISHMENT

The services of all these bureaus and offices are directed toward the two other components of the Naval Establishment—the Operating Forces and the Shore Establishment.

- The **Operating Forces** are composed, briefly, of several fleets (active and reserve), seagoing forces, sea frontier forces, district forces, Military Sea Transportation Service (MSTS), Fleet Logistic Air Wings, Fleet Marine Forces, and their assigned shore activities. The broad responsibilities of fulfilling the Navy's role in support of fundamental national policies and interests throughout the world rests on the Operating Forces. *Hence, both the Navy Department itself and the Shore Establishment exist for the purpose of supporting the Operating Forces.*

- The **Shore Establishment** comprises the field activities of the Navy Department ashore and includes all such activities not assigned to the Operating Forces. These are the activities distributed throughout the U.S. and outlying territories for the purpose of maintaining, supplying, equipping, repairing, overhauling and rendering similar services in support of the Operating Forces.

The activities which make up the Shore Establishment are distributed at strategic points along our coastal regions where they may best serve the needs of the Operating Forces. However, many activities in which such close relationship is not essential, such as air, ordnance, procurement and supply, personnel and special service activities are distributed at various points within the continental U.S. and the territories.

Military command of the Shore Establishment stems from CNO and is exercised through the **Sea Frontier Commanders** and the **District Commandants**, the **Chief of Naval Air Training** and the **Commandant of the Marine Corps**.

(Note: ALL HANDS will continue this series, following the reports on the organization of the Defense Establishment and the Naval Establishment with accounts describing the major components of the Navy which have been touched on in this article.)



# TODAY'S NAVY



ADDITION to 'Men of Mars' collection: Navy's new full pressure flight suit has been successfully demonstrated at altitudes of 70,000 feet.

## Narmid, Camid Train Middies

More than 8600 midshipmen from the U.S. Naval Academy and Naval Reserve Training Corps units from 52 colleges and universities are participating in the 1953 summer training cruises. Plans call for 53 ships to take 5900 first and third class midshipmen on three practice cruises.

For the 2600 second class midshipmen not participating in the cruises, the Navy has indoctrination programs planned in aviation and amphibious operations, afloat and ashore.

The Navy's summer training program is designed to give its officer candidates an opportunity to "learn by doing" and to receive first hand knowledge in many phases of naval operations. This training supplements their classroom studies in engineering, gunnery, communications, navigation and tactics.

Ships of all three cruises will conduct gunnery exercises in the Guantanamo, Cuba, area, before returning to Norfolk.

Amphibious training at Little Creek, Va., and aviation training at NAS Corpus Christi, Texas, will supplement the summer training cruises. Approximately 1600 juniors from all

52 NROTC units will participate in this phase of training, known as "NARMID '54" (for Naval Reserve Midshipmen, Class of 1954).

For the eighth straight year, second class midshipmen from Annapolis and second class cadets from West Point will participate in two weeks of amphibious training. This joint operation, designated this year "CAMID '53," with 810 middies and 520 cadets involved, will be climaxed by a full-dress simulated invasion.

In addition to "CAMID '53," the Annapolis second classmen will receive flight indoctrination at the Annapolis Naval Air Facility and will participate in a three-week cruise aboard an aircraft carrier.

## Carriers in Korea

Fifteen U.S. aircraft carriers are now veterans of the Korean conflict. Of this number, nine were demothballed at the start of the fighting to meet the Navy's need and to support the United Nation's effort.

uss *Valley Forge* was the first carrier to offer support to UN ground troops. As the fighting progressed other carriers such as *uss Boxer* and *uss Philippine Sea* were rapidly demothballed and ordered to the Far East until soon the Navy had established a force capable of controlling the seas surrounding the entire Korean peninsula.

From the fall of 1950, the Navy has kept at least three attack carriers and one or more escort carriers or small carriers in the Far East. They stage heckling raids and massed strikes against Communist supply and communications centers. In addition, they are constantly on call to support Army and Marine ground forces.

Attack carriers are components of Task Force 77. Escort and small carriers are components of Task Force 95 that patrols the coasts of Korea.

Carriers which have participated in the Korean conflict as of 1 March 1953 are: *uss Valley Forge* (CVA 45), *uss Boxer* (CVA 21), *uss Philippine Sea* (CVA 47), *uss Leyte* (CVA 32), *uss Princeton* (CVA 37), *uss Bon Homme Richard* (CVA 31), *uss Essex* (CVA 9), *uss Oriskany* (CVA 34), *uss Kearsarge* (CVA 33), *uss Antietam* (CVA 36), *uss Bataan* (CVL 29), *uss Sicily* (CVE 118), *uss Badoeng Strait* (CVE 116), *uss Rendova* (CVE 114) and *uss Bairoko* (CVE 115).

## YESTERDAY'S NAVY



Congress created grade of rear admiral, 16 July 1862. Marine Corps permanently established 11 July 1798, as an adjunct of Navy. U. S. fleet destroyed Spanish fleet in Santiago harbor, 3 July 1898.

## JULY 1953

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



## Flight Deck Symphony

The roaring sound of jets on the flight deck of *uss Kearsarge* (CVA 33) was replaced for one night by the melodic strains of the San Diego Philharmonic orchestra as the aircraft carrier lay at anchor in San Diego Bay.

A unique symphony concert made possible through a grant from the National Music Performance Trust Fund was held on the carrier when the ship returned to the U.S. after a tour of duty in Korean waters.

Although the evening was cool and a wind whistled over the flight deck, Navy men and their guests enjoyed the music as they huddled under blankets like a crowd at a football game.

Conductor Werner Janssen led the orchestra through a program of Debussy, Sibelius and light classics. A bass-baritone sang "Old Man River," "Road to Mandalay," and "Some Enchanted Evening."

When the concert was over and the musicians had put away their instruments, the afloat concert audience went below to the hanger deck where all hands were served hot coffee while a Navy band returned the treat by playing music for dancing.

## Nine-Foot Plank Owner

When a ship's last "plank owner" leaves for other duty, it is usually a milestone in the ship's personal history. Such an event was marked by the "awarding of a plank" aboard *uss Yosemite* (AD 19).

The recipient was Chief Boilerman Lawrence J. Olsen, USN. His "plank" was nine feet in length—a foot for each year served with his ship. Last man of the original 1000-man-plus commissioning crew, he was presented the carpenter-shop creation when he was transferred to duty in destroyers. Chief Olsen had placed the 530-foot destroyer tender in commission back in the spring of 1944.

"Leaving this ship is like losing my home," he told his old shipmates. The "plank owner" recalled that he had many opportunities to leave the ship for other type duty, but remained on board because of good working conditions.

During his service in *Yosemite* Olsen specialized in the operation and maintenance of the engineering equipment in the firerooms. Handling of fuel oil and fresh water supply were among his other jobs.

## Navy Welcomes New Director of Waves

Captain Louise Kathleen Wilde, USN, has succeeded Captain Joy Bright Hancock, USN, as director of the Waves.

Captain Hancock, who had been director since July 1946, retired after a long period of close association with the naval establishment, as an enlisted woman, in a civilian capacity, and as a naval officer.

When Captain Wilde assumed her new post she became the fourth director to head the Waves (Women Accepted for Volunteer Emergency Service) since the organization was established in July 1942.

The new director was appointed lieutenant (junior grade) in August 1942 and attended midshipman school in Northampton, Mass. From 1943 to 1945 she was assigned to the Bureau of Naval Personnel in Washington, D. C., before being ordered to the 14th Naval District at Pearl Harbor, T.H., where she served as district director of the Women's Reserve until 1946.

She returned to BuPers in 1946 to act as administrative assistant to Captain Hancock until 1952 when she was assigned to the staff of Commander Western Sea Frontier with headquarters in San Francisco, Calif. This was her last duty station before returning to Washington to take over her new post.

Captain Wilde received the



CAPT Wilde



CAPT Hancock

Bronze Star Medal for "exceptionally meritorious service" for her work as District Director of Women in the Territory of Hawaii. She has also been awarded a Letter of Commendation by the Secretary of the Navy for her war-time work as an assistant to the then director of the Waves, Captain Mildred McAfee, USN.

Captain Wilde hails from Concord, N. H., and is a graduate of Mount Holyoke College at South Hadley, Mass. She received her Master of Arts degree from Columbia University, N. Y.

Captain Hancock who was the Wave director for almost seven years began her career in the Navy as a "Yeomanette" in World War I, advancing to Chief Yeoman before being discharged at the end of the war. Prior to World War II she was employed as a civilian in the Navy's Bureau of Aeronautics. Shortly after the establishment of the women's reserves in 1942 she re-joined the Navy as a lieutenant.

## Training ROK Merchant Marine

A training program for Korean merchant marine personnel has been set up by Commander Naval Forces Far East. Located at the U.S. Naval Base, Yokosuka, Japan, the training school's purpose is to set up standards for operation, maintenance and upkeep of U.S.-owned ships on loan to the Republic of Korea.

The curriculum of the school consists of a 30-day course in navigation, international law, pilotage, seamanship and engineering. Attending the classes are groups of 40 South Koreans ranging in rank from captains to seamen and chief engineers to firemen.

Most of the instruction is done through the use of ship models, diagrams, charts, films, demonstrations and discussions. Technical terms are kept to a minimum.

In addition to the basic course, the

merchant seamen are receiving training in first aid, damage control and fire fighting.

Instructors are naval personnel from the Merchant Shipping section of ComNavFe and from the Fleet Training Group and Underway Training Element at Yokosuka Naval Base.

## Annie Oakleys, USN(W)

Among the Navy's "Annie Oakleys" are five new Wave officers who have recently been awarded marksmanship medals for demonstrating their gun-handling ability while attending Officer Indoctrination School at Newport, R. I.

Qualifying in the .45 caliber automatic pistol category were Ensigns Nancy Ellifrit, Ann Dixon, Shirley McNamara, Alice Bradford and Ruth Glenister.

Ensign McNamara also qualified for a marksmanship medal for .30 caliber carbine firing.





SHIPSHAPE Number One Motor Launch of USS Roanoke (CL 145), pride of the deck division, is good example of how a liberty launch should look.

### *A Ship Is Known By the Boats She Keeps*

The seagoing man knows that often the only contact you have with another ship is by seeing the men of the ship, or the ship itself at a distance. Close up, however, you see the ship's boats. You judge the ship by her boats.

The average citizen very seldom gets a chance to go aboard a Navy ship—and he, too, judges a ship by the boats. In short, the boat and boat crew represent the ship. Judging from the above photo, *uss Roa-*

*noke* (CL 145) is a mighty fine looking ship.

Pictured here is the Number 1 Motor Launch, used as the liberty launch. Bright work is gleaming, the crew is properly and fully uniformed, frapping lines are tended and the boat is ready to be heaved up and over and start its runs to shore.

Here is a deck division which takes pride in a smart, seamanlike boat and crew.

### *'Copter Collects Pilot, 12 Bullets*

With the Navy and Air Force working closely together, a tough rescue mission was successfully completed in Korea. What had started out to be a routine operation for a helicopter pilot of *uss LST 735* turned out to be a pretty hot adventure.

Word had reached *LST 735* by radio that an Air Force F-84 jet was down in the mountains a few miles inland from Wonsan in enemy territory. Immediately the helicopter pilot, Lieutenant Commander Donald Good, *usn*, took off to go to the rescue of the downed airman.

Two Air Force jets were on hand to guide the helicopter to the hillside where the pilot had parachuted down.

The rescue party arriving over the scene was greeted by heavy small-arms fire from Communist ground forces.

Looking down, Good spotted the airman, deep in hostile country and pinned down by enemy fire. There was no place to land the helicopter on the rugged terrain. Since the downed pilot couldn't move to open ground it meant the rescue would have to be made in the air.

At this point the Air Force jets moved in and strafed the Communist ground troops while the helicopter hovered over the spot. Amidst the strafing of the jets and the enemy ground fire Good lowered a harness and cable and began to pull the airman into the helicopter. One bullet went through the plexiglass cockpit about a foot from the pilot's head and another just missed his crewman.

Minutes later, with the rescued airman aboard, the whirlybird landed safely on the *LST*. An examination revealed 12 bullet holes in the 'copter's fuselage.

### **Load Lifter and Air Ambulance**

America's fastest turbo-compound transport is now a member of the Navy's air arm.

The new R7V-1, a Super Constellation now in service, is driven by four 3250-horsepower engines that enable it to cruise over long ranges at more than 300 mph.

In addition to its speed the transport has another distinction. During a test program at a California desert airport, the R7V-1 lifted 145,000 pounds—the heaviest load ever flown by a Constellation. Normal gross takeoff weight is 130,000 pounds.

The 113-foot long transport will carry 106 passengers and can be converted to a 19-ton cargo transport or a 73 patient "air-ambulance."

The new transport is expected to save both money and manpower. Increased efficiency in the employment of personnel will be possible by reducing the time required to transfer men from one station to another. The plane's high-strength rearward facing seats can be readily removed for litter patients, allowing fast evacuation of combat casualties.

Another advantage will be realized by the ability to move heavy priority cargo rapidly to fleet destinations by converting the plane to a cargo transport.

Deliveries of the R7V-1 are now underway. The first of these planes is serving with the Fleet Logistics Air Wing in the Atlantic. The second will be put into Pacific service and will be operated on MATS routes by Naval Air Transport Squadron 8.

Civilian versions of the R7V-1 are also undergoing flight tests. First deliveries to airlines are scheduled for this summer.

### **Torpedo Retriever Boats**

Six new torpedo retriever boats are being constructed on the West Coast and will soon join the fleet. The 72-foot boats will be of wooden construction and will have a carrying capacity of six torpedoes.

They will be powered by diesel engines rated at 1300 horsepower and will have a top speed of approximately 18 knots.

The boats are used in ordnance experimental work and in retrieving "practice" torpedoes which have been fired by submarines or other vessels. They have a sloping ramp aft with roller bearings and a winch to allow the torpedoes to be pulled aboard.



## Chief Earns High Law Honor

Back in 1917, when John Charles O'Connor left college to enlist in the Naval Reserve during the first World War, little did he realize that 35 years later he would be on active duty with the Navy in Washington, D. C., and be admitted to the bar of the nation's highest legal tribunal.

Today, as a chief yeoman attached to the legal office of the U.S. Naval Receiving Station in Washington, D. C., Chief O'Connor is permitted to practice before the United States Supreme Court. The admission ceremony took place in open court on 17 Nov 1952, before Chief Justice Fred M. Vinson and the court's eight associate justices.

Robert L. Stern, Acting Solicitor General of the U.S., made the motion for Chief O'Connor's admission. Sponsors on his application were Commander Herbert E. Ost, USN, of the Admiralty Division of the Office of the Judge Advocate General of the Navy and former Congressman John J. O'Connor of New York City, who is now practicing law in Washington (no relation to the Chief).

Chief O'Connor reported to the Receiving Station 23 Jan 1951 from *uss Thompson* (DMS 38) to which he was attached during the vessel's mine-sweeping operations off Chinnampo and Inchon, North Korea.

The new Supreme Court barrister is a member of the Bar of the Court of Appeals, highest court of the State of New York. He was educated at St. Anselm College and Fordham Uni-



**LEGAL EAGLE** — John C. O'Connor, YNC, USNR, has been admitted to practice before U. S. Supreme Court.

versity School of Law, between his tours of naval service.

His World War II service began 13 Apr 1942 and he served aboard *uss Birmingham* (CL 62) and *uss Dahlgren* (DD 187). After his discharge he returned to his private law practice.

## Deuel Measures Sword with \$

How much of the money that a ship's crew pays in federal income taxes each year does it take to cover the normal operating expenses of their ship for a year?

This question was answered for crewmen on board *uss Deuel* (APA 160) recently when the ship's newspaper published the fact that the 1952 withholding taxes taken from the pay of the officers and men of *Deuel* amounted to \$63,500. The normal annual allotment for operations and supplies given to *Deuel* is \$36,000.

This allotment does not cover such things as the expense for fuel, water, rations and pay, but it does provide for all normal operating expenses. Therefore, the withholding tax for one year from the crew is enough to cover the operating allotment of *Deuel* for a period of 21 months.

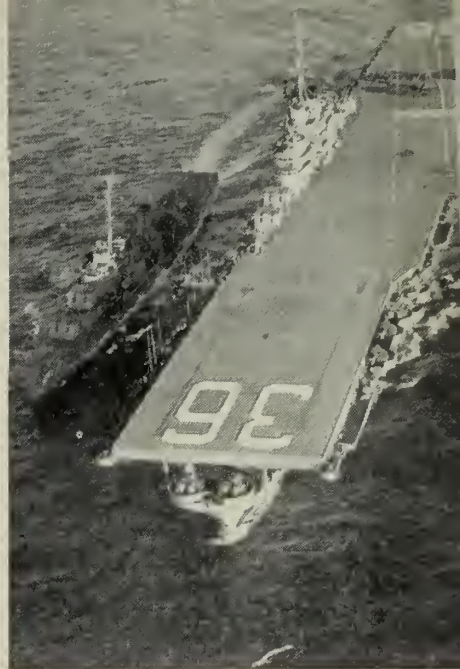
To promote further a program of cost consciousness, *Deuel's* CO provided crewmen with a price list showing the cost of just about everything on the ship. A knowledge of the cost of such items as coffee cups, swabs, mattresses and other such common-place items, he felt, would make all hands conscious of how much of their own income-tax money is doing down the drain every time such items are broken carelessly.

With the skipper's price list in hand, crewmen of *Deuel* are now "spending" their own tax money. They realize that every time the ship procures a new mooring line, a can of paint or a typewriter ribbon, it is being "paid for" out of income tax money paid by ship's company. The skipper figures it this way—if a guy knows it's his own money he's spending he'll be more careful with it.

## College of Nautical Knowledge

Everybody on board *uss Monterey* (CVL 26) goes to school—at least for the first five days they are aboard. And everyone graduates!

In *Monterey's* "College of Nautical Knowledge," old salts and young seamen alike, attend a five day indoc-



**USS ANTIETAM (CVA 36)** takes time out to refuel *USS Corry* (DD 817) during tests of 'angled' flight deck.

trination course that acquaints them with their ship. Officers and leading petty officers of the ship's major departments lecture the classes in their specialties and answer questions on pay, leave, liberty, Navy schools and other personal matters.

The school, which is designated the "L" (for "Learning") Division, also features training films and other movies such as "The Fighting Lady." After completing the lectures, movies and a tour of the ship, each man is interviewed by the personnel officer and then transferred to his division.

## Best Ships in Atlantic Exercise

Nine ships and craft in the Atlantic Fleet Amphibious Force have been named as best of their type for the second phase of the recent LantPhib-Ex II-53 maneuvers. The East Coast exercise was the largest amphibious training effort since WW II (p. 40).

Top performances were turned in by *uss Latimer* (APA 152), *uss Multi-phen* (AKA 61), *uss Donner* (LSD 20), *uss Lloyd* (APD 63), *uss Krishna* (ARL 38), *uss LST 722*, *uss LSM 297* and *uss LCU 765*.

The ships were selected following the two-month amphibious exercise which ranged from the Caribbean Sea to the shores of North Carolina. More than 50,000 naval and marine personnel, plus 150 ships and craft climaxed the maneuvers with a full-scale assault on Onslow Beach, N. C.



## Service is Motto Of NAS Memphis

A new switch in clothing and small stores service has been inaugurated at the Memphis, Tenn., Naval Air Station. A mobile sales unit goes to the customers instead of the customers going to it.

Known as the "Gypsy Haberdashery," the sales unit consists of a reconditioned van trailer into which clothing bins and interior lighting have been installed. Steps and a counter are constructed at the rear of the trailer.

During the noon hour, with its interior filled with items of clothing, the van is towed around the station by truck. It comes to a stop at pre-selected spots where sailors have gathered.

In this manner they can buy hats, socks, under clothes and other such items on a trip from the mess hall to their barracks. No need of a special trip to the regular C&SS issue room.

The large number of men attached to the station's Technical Training Center are limited in free time by classroom schedules during the regular store's hours of operation. Often sailors would put off a



'GYPSY HABERDASHERY' — Mobile clothing and small stores unit is now in operation at NAS Memphis, Tenn.

visit to the store because of other requirements.

Under the new system, small stores-time hardly puts a nick in their schedule; but it helps fill gaps in their sea bags.

## Lant Phibex II

One of the most extensive amphibious training exercises of the Atlantic Fleet was held this Spring. The one-and-a-half-month long exercise extended from the Caribbean to the shores of North Carolina.

Nicknamed "Lant Phibex II," the Atlantic Fleet Amphibious Exercise Two was aimed at improving and testing communications, command relationships, tactical concepts and training methods involving 25,000 Navy personnel, 17,000 Marines and several Navy and Marine air units.

The Leathernecks, Marines from the Second Marine Division, embarked at Norfolk, Va., and Morehead City, N. C., moved with the task force to the island of Vieques, Puerto Rico.

Here they stormed ashore in landing craft to capture the island from the "Aggressors" in a 48-hour battle. The hills of Vieques echoed with the sound of machine guns and rifles. Aircraft from the Third Marine Aircraft Wing simulated bombing, strafing and napalm missions.

Umpire teams, accompanying both the assaulting and defending elements, assessed casualties, evaluated battle plans, judged the effect of supporting arms and call fire from the naval ships.

In the second phase of Lant Phibex II, the Marine assault force was lifted from the "conquered" Vieques by the transports, this time to hit Onslow Beach, N. C., in an amphibious attack simulating an invasion launched from an island base at a mainland objective.

The invasion force included carriers, cruisers, destroyers, attack cargo ships, submarines, rocket ships and air patrol squadrons in addition to the troop transports. In all, 150 ships and craft participated.

The friendly or "Blue" force had to battle its way through "enemy" submarines and attacking aircraft of the "Black" force. Constant air patrol missions and anti-submarine searches were carried out.

The exercises gave the Navy an opportunity to polish up techniques designed to transport an invasion

force to a beachhead and protect it on the way.

The training enabled the Marines to test doctrines for the use of new weapons and methods, especially the employment of helicopters in amphibious operations. It also served to polish up old techniques for the employment of the Marine Air Ground Team aimed at speeding up the whole sequence of amphibious operations ashore.

## Mr. and Miss Lake Champlain

When the aircraft carrier *uss Lake Champlain* (CVA 39) docked at her home port in Florida a royal welcome awaited her in the form of a gala program sponsored by the Chamber of Commerce of Jacksonville Beach.

The community had set aside an area especially to entertain the 1200 crewmen. In honor of the occasion they called the area "Lake Champlain Beach."

Before the party, crewmen selected Robert W. Gourley, FN, USN, to represent their ship as "Mr. Lake Champlain." Eight other Navymen were picked to act as his staff.

The major mission of this staff was to judge a beauty contest and select a "Miss Lake Champlain" to reign alongside the lucky Gourley. The winning beauty, selected from 12 contestants, was 18-year-old Bobbie Spires from Jacksonville, Fla.

Later that evening the welcoming festivities reached a climax with the crowning of "Mr. and Miss Lake Champlain" at a coronation ball held in the Community Center. Music for dancing was provided by the NAS Jacksonville band.



'MISS LAKE CHAMPLAIN,' Bobbie Spires poses with 'Mr. Lake Champlain,' R. W. Gourley, FN, at dance.

## District Hoop Champions

The basketball champions of each naval district have been crowned as a preliminary step toward determining the All-Navy champion.

According to All-Navy elimination rules, the naval district champions meet to determine the East and West Coast champions who in turn play the Atlantic and Pacific Fleet champions for the right to represent the East and West in the All-Navy basketball finals.

The results of the All-Navy championships, as well as the Inter-Service championships which followed, are on page 22.

Here are the district hoop champions:

- 1st — *Newport, R.I., Naval Base*, defeated NAS Quonset Point 85-70.
- 3rd — *NAS Niagara, N.Y.*, turned back Ellis Island Coast Guard 70-51.
- 4th — *NAS Atlantic City, N.J.*
- 5th — *NTS Bainbridge*, upset NAS Norfolk 96-78.
- 6th — *NAS Memphis* defeated NAAS Whiting Field, Pensacola, Fla., 76-75.
- 8th — *NATTC Norman, Okla.*, defeated NAS Corpus Christi, Texas, 84-67.
- 9th — *NTC Great Lakes*, won over NAS Glenview, Ill., 73-51.
- 11th — *NAS Los Alamitos, Calif.*, defeated NAS Miramar 81-63.
- 12th — *NAS Alameda, Calif.*
- 13th — *NAS Seattle, Wash.*
- 14th — *SubPac* finished as top Navy team in the Hawaiian Inter-Service League (Hawaiian area team formed to participate in the All-Navy eliminations).
- 17th — *Naval Base Kodiak*, defeated Adak Naval Base 54-52.
- *SRNC-PRNC — NAS Patuxent River, Md.*, defeated NAS Anacostia, D.C. 74-65.

## Sets State Pistol Records

Two new records have been set and a third tied by a Navy officer competing in the Nevada State Pistol Matches held at Hawthorne Naval Ammunition Depot.

Commander C. R. Beaman, SC, USN, attached to NAD, won the Nevada State championship trophy by setting a new aggregate record of 1650/1800. He also shot a record-breaking 192/200 in rapid fire competition.

By winning the two awards, Commander Beaman tied the existing record on the Nevada shooting books.

# SIDELINE STRATEGY

**K**EN WIESNER, the Navy's high jumping dentist from NTC Great Lakes, no sooner sets a new indoor high jumping record than he goes out and breaks it.

It all started at the Philadelphia Inquirer games when Wiesner leaped 6 feet 9½ inches, setting a new world's record. A month later, competing in the Milwaukee Journal Games at Milwaukee, Wis., he cleared the bar at 6 feet 9½ inches to break his Philadelphia mark.

The six-foot four-inch Wiesner, a former Marquette University star, then proceeded to break his own record for the third time in the winter season when he competed in the Chicago Relays and leaped 6 feet 10¼ inches, only one-fourth of an inch short of the all-time high jumping record of 6 feet 11 inches set outdoors by Les Steers of Oregon in 1941.

During the 1953 indoor track season, Ken Wiesner competed in 11 meets, winning 10 first places. His average for the 11 meets was a skyscraping 6 feet 8½ inches. Wiesner's "worst" jump of the year was 6 feet 6 inches. On four different occasions, he exceeded the 6 feet 9 inch mark.

★ ★ ★

The Navy lays claim to two of the speediest bike pedalers in the business—Airman Ronnie Rhoads of Composite Squadron Three of NAS Moffett Field, Calif., and Private First Class Don Mainland of the Third Marines at Camp Pendleton,

Calif. Rhoads, who gained international recognition by riding on last year's U. S. Olympic squad, has bolstered his cycling status by setting a new course record (42 minutes) in winning the San Jose Bicycle Club's first winter race over the 20-mile Paradise Valley course. Incidentally, second place in the grind was taken by Ronnie's brother Dave, also of VC-3, a comparative Navy newcomer.

★ ★ ★

A Navyman from *uss Nereus* (AS 17), has been designated "Mr. California of 1953" in a physical culture contest held at Los Angeles.

Bill Pearl, JO3, of the Sub-FlotOne Public Information Office, "muscled" his way to the title. Other titles he has won include "Mr. Oceanside" and "Mr. Southern California." Bill now has his sights set on the "Mr. America" contest being held this month in Indianapolis, Ind.

He stands 5 feet 11 inches and tips the scales at 215 pounds. Vital measurements are: 48 inch chest, 31 inch waist, 26 inch thighs, 17 inch calves and 19 inch biceps.

Pearl, however, doesn't limit his talents to being a Navy journalist and physical culturist. In 1951, he won the 13th Naval District heavyweight wrestling championship and was runner-up in the Northwest AAU and Olympic wrestling tryout. He is also a saxophone player in the ship's orchestra. Mighty versatile guy.—Rudy C. Garcia, JO1, USN.





In this new section ALL HANDS continues its report of news items of interest concerning navies of other nations.

★ ★ ★

**NATO**—Another in the series of NATO exercises designed to test the ability of the North Atlantic Pact forces to keep the sea lanes open has been held in the Mediterranean Sea.

The latest maneuver, dubbed "Exercise Rendezvous," was directed by British Admiral Earl Mountbatten, the new NATO Commander-in-Chief of the Mediterranean area, from his headquarters on Malta. The operations included surface and air defense against submarine and air attacks on friendly convoys and reached a climax with an amphibious landing on the shore of Greece in the Gulf of Argos near Athens.

The night before the scheduled landing, fire support units moved in to "soften up" the landing zone, mine-sweeping units and underwater demolition teams went into action to "clear" the area of mines and a French commando unit landed on a small island about two miles from the landing beach to "protect" the main assault force.

At dawn the next day, with planes of the U.S. Sixth Fleet providing fighter cover, successive waves put on the beach a Greek battalion, a U.S. Marine Corps battalion and a Turkish rifle battalion.

The Sixth Fleet grouped around the aircraft carriers *uss Midway* (CVA 41), *uss Tarawa* (CVA 40) and *uss Wright* (CVL 49), acted as a fast carrier task force for the exercise. In addition, the British Mediterranean Fleet and units of the Italian, Greek and Turkish navies took part.

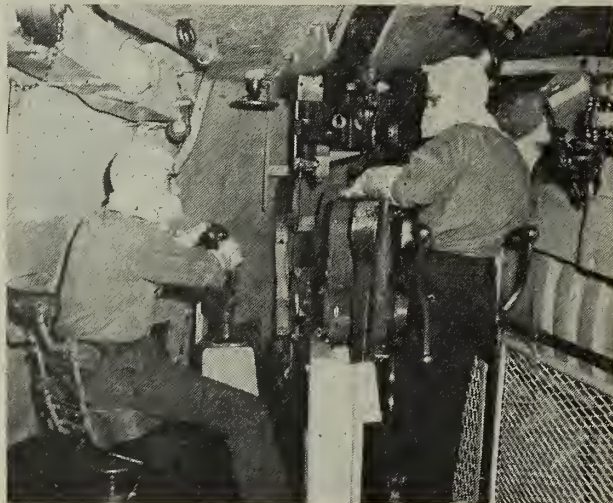
★ ★ ★

**JAPAN**—In a ceremony held at the pierside area of the U.S. Fleet Activities, Yokosuka, Japan, 10 U.S. Navy vessels were turned over, on a loan basis, to the Government of Japan. Their service under the Japanese will be in the newly formed Coastal Safety Force.

The transferred vessels were patrol frigates and large support landing ships. Frigates were PF 6 (ex-*uss Pasco*),



FRENCH anti-aircraft crew watches for 'enemy' on board cruiser *Montcalm* during exercise 'Rendezvous.'



BRITISH crewmen man 15-inch gun on HMS *Vanguard*. Hoods, gloves provide protection against flash burns.

PF 25 (ex-*uss Charlottesville*), PF 26 (ex-*uss Poughkeepsie*), PF 38 (ex-*Coronado*), PF 39 (ex-*uss Ogden*) and PF 53 (ex-*uss Machias*). The amphibious craft were LSSL 57, LSSL 104, LSSL 107 and LSSL 130.

Transfer of vessels marked the initial step in the implementation of the "Charter Party Agreement" recently concluded between the governments of Japan and the U.S.

These ships play a two-fold role: providing proper training in sea-going duties for Coastal Safety Force personnel, both as individuals and crews, and coordinating the afloat units of the Coastal Safety Force with the administrative, repair and supply organizations based ashore.

The frigates were built in 1943-44 as anti-submarine vessels. Displacing 1200 tons (standard), they have a length of 304 feet and a beam of 37 feet. Triple expansion engines deliver 5500 horsepower to twin screws, driving the ships at 18 knots top speed. Armament consists of 3-inch guns and 20-mm, and 40-mm, mounts.

The LSSLs are a combination troop carrier-gunboat. They are 159 feet in length and 24 feet in beam. Diesel engines drive them at a 14-knot top speed. The original armament of these 250-ton vessels consisted of one 3-inch gun and several smaller caliber mounts.

★ ★ ★

**AUSTRALIA**—The second land-based air station of the Royal Australian Navy is now in operation at Schofields, Australia, 20 miles northwest of Sydney. The station has been commissioned HMAS *Nirimba*, for the aboriginal name of the Australian pelican.

The naval air station at Schofields formerly belonged to the Royal Australian Air Force, and was turned over to R.A.N. when the R.A.A.F. transferred its activities to Richmond, Australia.

The Australian Navy's first air station, commissioned as HMAS *Albatross* in 1949, is located in southeastern Australia at Nowra, New South Wales. This station, 22 miles inland from Jervis Bay, has played an important part in the training of Australia's Navy pilots.



GREAT BRITAIN—British sea surveyors report they have found the deepest “deep” in the world’s oceans.

HMS *Challenger*, a British Navy hydrographic survey ship, sounding a vast undersea canyon south of Guam in the western Pacific, has touched bottom at 35,640 feet with an underwater sonic signal and a weighted steel wire.

Previously the greatest known ocean depth was 34,440 feet, recorded in 1945 off Surigao Strait in the Philippine Islands. Verified in 1950, this measurement is named Cape Johnson Deep (it was discovered by USS *Cape Johnson* (AP 172)).

At the time of discovery HMS *Challenger* was midway between Guam and Yap and within 200 miles of the big World War II anchorage of the U.S. Navy at Ulithi Atoll. As the ship crossed a known trench in the sea floor, its sonic depth finders lost touch with the bottom at about 4100 fathoms (24,600 feet).

Explosive charges were set off in the water and *Challenger* picked up the echoes from the bottom with hydrophones. Meanwhile, a 140-pound lead weight was lowered on a sounding wire. It ran out for an hour and a half before striking bottom.

In October, *Challenger* returned to the same position with its sonic equipment adjusted to record the great depths. The measurement of 5940 fathoms (35,640 feet) was verified. The location was latitude 11 degrees 21 minutes north, longitude 142 degrees 15 minutes east.

Challenger Deep lies in one of a series of deep trenches which lie like great gashes along the Pacific sea floor from the Philippine archipelago to the Aleutians. One arc of these furrowed wrinkles sweeps from Japan southward to the Caroline Islands, rivaling in depth the 600-mile-long Mindanao Trench along the eastern flank of the Philippines.

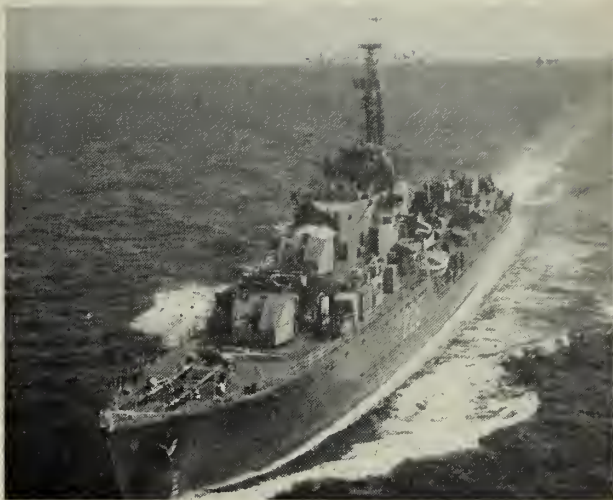
★ ★ ★

FRANCE—Fleet repair ship *Jules Verne*, a recent visitor to the Japanese area of the Far East, presented several points of similarity—and difference—to U.S. Navy sailors who viewed her.

Instead of specializing in repairs of single types, such as destroyers, submarines or amphibious vessels, *Jules Verne’s* repair mission is more varied. She is equipped to service just about every type of French vessel serving in her theater, the Indo China area. She is somewhat similar in appearance to U.S. Navy auxiliaries of the C-3 conversion type, though smaller in size.

Two points of difference in her external “dress” are her *tentes* and her main armament. The *tentes* is an outsize canvas awning spread over a large section of her main deck aft. Set up in port, it offers protection from sun, wind and rain. Her main batteries fire a 90-mm. projectile—larger than the U.S. Navy’s three-inch but smaller than the five-inch projectile. The guns are carried in semi-enclosed single mounts in which—opposite to U.S. style—the pointer sits on the right and the trainer on the left.

Her crewmen sleep in hammocks instead of bunks. This arrangement allows for greater interior space when the hammocks are rolled, lashed and stowed. A final difference is in her noon meal beverage. It is neither coffee, tea, milk, chocolate or water, but good red wine.



CANADIAN destroyer HMCS *Crusader* has fired more than 5000 rounds ammunition against enemy in Korea.

CANADA—Three of Canada’s modern destroyers are playing an important role in the United Nations naval action off Korea.

The Canadian destroyers, HMCS *Crusader*, HMCS *Haida* and HMCS *Athabaskan*, in addition to shore bombardments, are carrying out escort and patrol missions with U.N. forces off Korea.

*Athabaskan*, now in her third tour of duty in Korean waters, was awarded the Republic of Korea Presidential Citation for her assistance in the landings at Inchon and the evacuation of Chinnampo.

*Crusader* and *Haida* made their initial appearance in the Korean conflict last summer. In December 1952, *Crusader* became the first Canadian ship to engage in action with enemy aircraft in the Korean theater.



NORWEGIAN sailor entertains shipmate with American ‘hillbilly’ tunes while *Ellida* visits Charleston, S. C.



# THE BULLETIN BOARD

## Ships' Crews and Units Listed As Eligible for Combat Pay for Required Periods in Korea

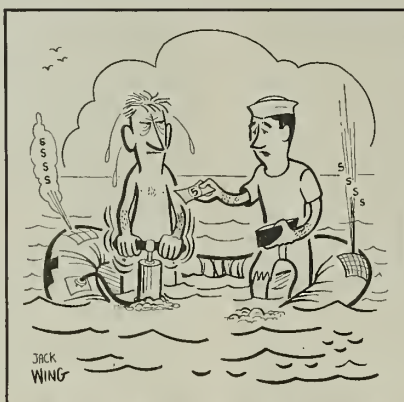
In its second tabulation of this type, **ALL HANDS** lists more ships and units whose members have become eligible for combat pay. The first tabulation, along with details on combat pay, appeared in the March 1953 issue, p. 44.

This tabulation covers the period of Korean combat from 1 June 1950 to 30 June 1952. It is taken from OpNav Notice 1030 of 8 Apr 1953 and includes units which had not been covered by the first listing because of incompleteness of records. More than 150 ships and units are indicated either as "designated" or "non-designated" combat units. The following are those qualifying for the six days or more per month necessary to qualify crew members for combat pay:

Assault Boat Crews of *uss Whiteside* (AKA 90).....15-21 Sept 1950  
15, 18, 20, 22, 25 Feb 1951.  
ComDesDiv 112 and embarked staff....12, 15, 18, 20, 22, 25 Feb 1951.  
ComDesDiv 152 and embarked staff....9 13, 16, 20, 24, 25, 27, 30 Aug. 1951.  
ComDesRon 26 and embarked staff.....6, 9, 12, 17, 20, 21 May 1952  
ComMSBDiv One and embarked staff....7, 11, 14, 23, 25, 26, 30 Apr 1952  
*uss Hyman* (DD 732).....7, 9, 10, 14, 24, 28 Nov 1951  
*uss McGinty* (DE 365).....5, 7, 12, 13, 15, 16 Mar 1952; 1, 3-6, 8, 9, 11, 17, 26 Apr 1952  
*uss Maddox* (DD 731).....17, 23, 26-28, 30 Apr 1952  
*uss Waxbill* (AMS 39).....9, 12, 13, 14, 17, 18 June 1951  
*uss Heron* (AMS 18).....5, 10, 13, 14, 17, 18 June 1951; 10, 11, 19, 23, 24, 29, 30 Sept 1951

A check of the records has revealed that *uss Osprey* (AMS 28), which qualified for five days in October 1951, has also qualified for a sixth day, 12 Oct 1951. Crewmen of that ship, accordingly, have now become eligible for combat pay.

Several units designated as combat units by Commander Naval Forces Far East are also listed in this directive. The list takes in the months of December 1952 to March 1953. Two of the listed units qualified for the



"Here's the five spot I owe ya, Joe."

six-day period. These were *uss McGowan* (DD 678) and ComDesDiv 202 with embarked staff. Qualifying dates for both were 19, 23-25, 30, 30 Dec 1952.

## Eligibility Requirements Set for Duty with Naval Security Group

The eligibility requirements and the procedure for enlisted personnel to request duty with the Naval Security Group is announced by a revised BuPers directive.

BuPers Inst. 1306.23A of 22 Apr 1953, establishes the following minimum requirements which must be met *prior to submission* of a request for Security Group duty:

- Enlisted candidates must have less than 12 years total military service.
- A candidate must have at least three years' obligated service remaining on his current enlistment (at time of transfer), or execute an agreement to extend his enlistment to obtain that minimum.
- Enlisted men and qualified designated strikers of the following ratings only may submit requests: ET, TE, RM, YN or PN.
- An exception, however, may be made for personnel of other ratings if training, experience or aptitude indicates they possess unusual fitness for this special duty.

Requests should be forwarded to the Chief of Naval Personnel (Attn: Pers B211d) via the chain of command and the Chief of Naval Operations (Attn: Op 202). Complete details are included in the directive.

## Dates Set for Service-Wide Advancement Examinations for Active Duty Personnel

Service-wide competitive examinations for advancement to third, second and first class petty officer will be held on the second, third and fourth Tuesdays respectively in August.

This change in dates for holding the exams is contained in BuPers Notice 1418 (27 Mar 1953) which also makes a number of other changes for this year's tests.

Regular Navy and Naval Reserve personnel on active duty who are fully eligible to compete for promotion may now be nominated up to 10 days before the date of examination, according to the new directive.

Naval Reservists will have the usual opportunity to be tested for substantiation of qualifications in General Service Ratings as a requirement for enlistment in the Regular Navy in equal pay grades. No substantiating examinations, however, will be permitted in the rates of AD1, AM1, AO1, SD1 and TM1.

Personnel in the FC rating who are ready to qualify for change in equal pay grade from FC to FT or for concurrent change in rating from FC to FT and advancement to next higher pay grade may compete in the August examinations.

Members of the Naval Reserve serving in continuous active duty billets (ANR) may also compete for advancement in rating in accordance with BuPers Reserve Instruction 1430.1A.

No examinations will be provided in August for AF, FC, FCS, FCU, GMT2, GMT3 and TEQ, since these ratings have been or are scheduled to be disestablished.

Special instructions will be issued by the Chief of Naval Personnel in the near future for personnel in these ratings. Note that these are *not* the ratings affected by the recent changes to the enlisted rating structure as announced in BuPers Notice 1200 (5 Mar 1953). An article summarizing these newer changes is published in **ALL HANDS**, May 1953, p. 50.

Examinations will be given this

year for the new Emergency Service Rating of Photographer's Mate A (Aerial Cameraman) and the expanded ratings of PH (now includes AF), FT (now includes FC) and TEL (now includes TEQ).

It is anticipated that the August exams will be the last opportunity for Naval Reservists on active duty to take substantiating exams in the following ratings and rates: BM1, CS1, MA1, MU1, PI1, and PR1.

Reservists who have taken substantiating examinations six months or more prior to their actual enlistment in the Regular Navy in pay grades E-4, E-5 or E-6, will not be permitted to enlist in equal pay grade. In such cases Reservists are required to take another substantiating exam in order to enlist in equal pay grade in the Regular Navy.

The August examinations will be based on the newly revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Rev. September 1952). See ALL HANDS, May 1953, p. 50.

## Nominations Due for Navymen Competing for Prep School And Later Selection for USNA

Now is the time for all qualified enlisted personnel to be nominated by their commanding officers to participate in the Navy-wide examinations for entrance to the U.S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy. The examination this year will be held on 6 July.

Enlisted men of the Regular Navy and Marine Corps and members of the Reserve components who are, and will be, serving on active duty (excluding training duty) at the time of the July examinations, are eligible for nomination, according to BuPers Inst. 1530.23. Candidates will be selected in accordance with the provisions of Articles C-1203, D-2308 and D-2309, BuPers Manual and Marine Corps General Order 40.

Commands are urged to insure strict compliance with regulations for administration of physical examinations and with provisions governing submission of medical forms as outlined in the Manual of the Medical Department.

Transfer to the Preparatory School can not be effected unless the candi-

## WHAT'S IN A NAME

### USS *Saratoga*

The Navy's attack carrier USS *Saratoga* (CVA 60), now under construction, is the second ship of a new class of flat-tops (USS *Forrestal*, CVA 59, was the first). The new "Sara" will be the sixth U. S. Naval vessel to bear that name.

The first ship, a small sloop-of-war mounting 18 guns, was authorized November 1776 and launched April 1780, distinguishing herself in the Revolutionary War. She was named after the Battle of Saratoga, fought October 1777, in which the British General Burgoyne surrendered. After a record of valiant service, the first *Saratoga* was lost in a storm at sea.

The second *Saratoga*, a 734-ton vessel carrying 26 guns, was launched on 11 Apr 1814. Records show she was built from keel to topmast in 40 days. She served as the flagship for Commodore Thomas MacDonough in the Battle of Lake Champlain in which he received the surrender of the British squadron. Her naval career ended when she was sold in 1825.

*Saratoga* No. 3, a 1000-ton sloop-of-war, mounted 22 guns and was launched 26 July 1824. In 1853 she sailed with Commodore Perry's expedition to Japan, thus gaining the distinction of becoming one of the first American ships to sail into Tokyo Bay. Another distinction was added to *Saratoga*'s laurels when she sailed for the U.S. the following year with Commodore Henry A. Adams bearing the treaty of peace between the U.S. and Japan. Later she participated in the Nicaraguan expedition and served during the Civil War. Her last sea service was that of a public marine school ship at Philadelphia from 1890 to 1907, after which she was sold and beached.

The fourth *Saratoga*, originally named *New York*, was an 8130-ton armored cruiser. *New York* was launched 2 Dec 1891 and, during the Spanish-American War served as Admiral William Sampson's flagship. On 16 Feb 1911 her name was changed to *Saratoga*. She was assigned to the Asiatic fleet and served in the Pacific during World War I. Her career, under the name *Saratoga*, ended 1 Dec 1917, when her name was again



changed, this time to *Rochester*. This second change was brought about so that the name *Saratoga* could be carried on by a newly-authorized vessel.

The newly authorized ship was the famous *Saratoga*, affectionately called "Sara" by those who served aboard her in World War II. Originally designed as a battle cruiser, she was later converted to an aircraft carrier (CV 3), the first U.S. naval vessel to be launched as an aircraft carrier. Two years later, in 1927, she was commissioned.

During World War II, *Saratoga* took part in the assaults on Guadalcanal, the Gilberts, Bougainville, the Marshalls, Iwo Jima, Eastern Solomons, and the Sabang and Soerabaja raids. During the invasion of Iwo Jima, Japanese planes attacked her in the most concentrated assault of the war against a carrier. For several hours she fought for her life as the attacks were pressed by the suicide pilots of Kamikaze planes. Navy officials said that few if any other carriers could have absorbed the beating "Sara" took and remain afloat.

With the end of the war, she became the first large carrier to join the "Magic Carpet". In this capacity she helped return World War II veterans from the Pacific area to the West Coast. At the end of the war, *Saratoga* was the oldest aircraft carrier in service. She now lies on the bottom of Bikini Lagoon, having been sunk in atom bomb tests in July 1946.

date has obligated service to at least 1 July 1954. To qualify, a man may extend his enlistment for a minimum of one year in accordance with BuPers Inst. 1133.1A of 17 March 1953, or MarCorps Manual para. 5550.

This year's prep school class will begin the first week in September. The course of instruction will last 32 weeks. At the end of the course, the 160 men with the highest mark on

the USNA entrance exam will be appointed to the Naval Academy by the Secretary of the Navy.

There are several recommended texts obtainable from Information and Education Officers, or Special Services Officers in case of Marine Corps candidates, which are useful in preparing for the preliminary exams. These are listed in BuPers Inst. 1530.18 of 29 January 1953.



# Here Are Rules, Benefits for Reenlistment and Extensions

The latest information concerning rules, bonuses and allowances for reenlistment and voluntary extension of enlistment by Regular Navy personnel and Naval Reservists on active duty is contained in BuPers Inst. 1133.1A. This instruction cancels and supersedes BuPers Circular Letter 84-51.

The new directive reinstates the provisions of Article C-10317 BuPers Manual. Under the provisions of this article, an individual may be discharged for the convenience of the government three months or less prior to the date of expiration of enlistment, under certain conditions.

The new instruction also holds in abeyance Article H-2404 (2) (3) (4) and (5) of BuPers Manual which pertains to terms of enlistment, reenlistment and extension of enlistment of Naval Reservists.

Instructions regarding reenlistment and voluntary extension of enlistment of Naval Reserve EMs not on active duty is covered in separate instructions.

Here is a brief run-down on the important points in this directive:

**Reenlistments**—Discharge and immediate reenlistment in the Regular Navy of USN and USNR personnel on extended active duty is still authorized for the usual periods of four and six years.

Reservists, except those classified



"How do you spell 'Torpedoed'?"  
—H. S. Geisenheimer, ENS, USNR

USNR-EV, serving on active duty may be discharged and reenlisted in the Naval Reserve either on the normal date their enlistment expires, at any time during the period of involuntary extension or in accordance with Article C-10317 BuPers Manual.

Naval Reservists discharged and reenlisted in the Naval Reserve will continue on active duty for a period of one year from the date of reenlistment.

USNR-EV personnel serving on active duty may be discharged at the convenience of the government for the purpose of immediate reenlistment in the Regular Navy or Naval Reserve, provided they have completed one year or more of active duty immediately preceding such discharge.

**Extensions**—Regular and Reserve enlisted personnel on active duty, ex-

cept Reservists classified USNR-EV, may voluntarily extend their enlistments for either two, three or four years, or may re-extend for the same periods. However, these extensions and re-extensions shall not total more than four years during any one enlistment.

One year extensions are authorized for special reasons set forth in BuPers Manual Article C-1406, para. 1 (a) and (b), which are applicable only to Regular Navy enlisted personnel.

Reservists classified USNR-EV will not be permitted to extend their enlistments voluntarily. However, they may enlist or reenlist in the Regular Navy or Naval Reserve in accordance with this instruction.

**Monetary Benefits**—Regular Navy personnel discharged for reason of expiration of enlistment and reenlisted in the Regular Navy receive a lump sum payment for unused leave, mileage allowance, as well as the reenlistment bonus or allowance.

Naval Reserve personnel discharged either at the expiration of their enlistment, during the effective period of an involuntary extension or within three months of the expiration of their enlistment (in accordance with Article C-10317 of the BuPers Manual), and who immediately reenlist in the USN (rather than USNR), receive payment for mileage, lump-sum payment for unused leave and—if such enlistment or reenlistment is immediately preceded by one year or more of active duty—a reenlistment bonus or allowance.

Regular Navy personnel who voluntarily extend their enlistments for two, three or four years receive payment for mileage (on first extension only), and reenlistment bonus or allowance, but *do not* receive lump-sum payment for unused leave.

Individuals upon first voluntary extension of enlistment for one year receive no monetary benefits.

Reservists serving on active duty who are discharged at the expiration of enlistment, during the effective period of an involuntary extension or within three months of expiration of enlistment, and who immediately reenlist in the Naval Reserve, receive payment for mileage and lump sum payment for unused leave, but are

## Payments for Extension and Shipping Over

	Term	Reen. Bonus or Allowance	Mileage Allowance	Lump Sum for Leave
<b>REENLISTMENTS</b>				
USN to USN	4-6 years	Yes	Yes	Yes
USNR to USN either at exp. of enl., within 3 mos. prior thereto or dur- ing involuntary extension	4-6 years	Yes <sup>1</sup>	Yes	Yes
USNR to USN prior to exp. of enl., at times other than those indi- cated above	4-6 years	Yes <sup>1</sup>	No	No
USNR to USNR	4 years	No	Yes	Yes
<b>EXTENSION OF ENLISTMENT</b>				
USN	2-3-4 years	Yes	Yes <sup>2</sup>	No
USNR	2-3-4 years	No	Yes <sup>2</sup>	No

### Notes:

1. Payable only if discharged from extended active duty of one year or more in the Naval Reserve.
2. Payable only on first extension.

not entitled to receive the reenlistment bonus or allowance.

Reservists on active duty who voluntarily extend their enlistments for two, three or four years receive payment for mileage, on first extension only, but are not entitled to receive lump sum payment for unused leave or reenlistment bonus or allowance.

### Correspondence Course In Aircraft Recognition Ready For General, Aviation Officers

A new officer correspondence course, "Aircraft Recognition," NavPers 10855-A, is now available at the Naval Correspondence Center. This course covers, in five assignments, recognition features of the important military, naval and commercial aircraft of the world. It is recommended for general line and aviation officers.

This course, and another one, "Warship Recognition," NavPers 10919, which is not yet available, will replace the old course in "Recognition," NavPers 10955. Reserve officers who have completed the old course may take the new course "Aircraft Recognition" for additional Naval Reserve credit. The new course is evaluated at 10 points credit.

Application for enrollment should be made on form NavPers 992, forwarded via official channels to the Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

### New Correspondence Course On Navy Real Estate Law

Navy Real Estate Law (NavPers 10989), is the title of a new officer correspondence course now available at the Naval Correspondence Course Center. This course presents, in six assignments, the Navy Department's real estate functions and responsibilities, including the acquisition and disposal of real estate. The management of real property under the Navy's custody and control is also a part of the course.

The course is recommended for real estate personnel of the Navy. It is evaluated at 12 points for purposes of Naval Reserve promotion and non-disability retirement. Application for enrollment should be made on form NavPers 992 and forwarded via channels to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

### Sailors and Marines Report to Bainbridge Preparatory School For Pre-NROTC Course

More than 300 sailors and Marines report this month to the Naval Preparatory school at Bainbridge Md., as candidates for one of the 200 scholarships to be awarded Fleet personnel in this year's competition for the Naval Reserve Officer Training Corps Program. These NROTC candidates were selected on the basis of scores attained in the Navy College Aptitude Test held last December at various ship and shore commands.

At Bainbridge the candidates will receive an academic refresher course to prepare them for college-level work when they enter college next fall. A Naval Board to make the final selec-

tions of candidates will meet in July.

Successful candidates will be given a maximum of four years of Navy-subsidized education at one of 52 NROTC colleges and universities. Tuition and Textbook costs and laboratory and other fees will be paid by the government. Students will also receive \$50 a month to assist in defraying other expenses. Upon enrollment, students will be appointed midshipmen, USNR. Upon graduation they will be commissioned as Ensign USN or Second Lieutenant USMC.

Full details on a forthcoming service-wide NROTC competition for young men in the Regular or Reserve (active duty) components of the Navy or Marine Corps will be announced in the near future.

### New Enlisted Correspondence Courses Available

Twenty new enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N. Y., via your

commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Some of the below listed courses are a complete revision of earlier editions and are recommended for repeat credit.

Title	NavPers	Rates Applicable
*Aviation Storekeeper, Vol 1 .....	91651-1 .....	AK
Chief Boilerman .....	91514 .....	BT, BTG, BTR
Handbook for Dental Prosthetic Technicians 3 .....	91685 .....	DT, DTP
Handbook for Dental Prosthetic Technicians 2 .....	91686 .....	DT, DTP
Handbook for Dental Prosthetic Technicians 1 & C. ....	91687 .....	DT, DTP
*Navy Mail .....	91401-1 .....	TE, TEM
*Sonarman 2, Vol. 1....	91260-1 .....	ET, SO, SOG, SOH
*Yeoman 3 .....	91413-1 .....	MA, YN, YNS, YNT
*Yeoman 2 .....	91414-1 .....	MA, YN, YNS, YNT
*Yeoman 1 .....	91415-1 .....	YN, YNS, YNT
Aircraft Hydraulics ...	91624 .....	AM, AMH, AMS
*Disbursing Clerk 3....	91435-1 .....	DK
*Disbursing Clerk 2....	91436-1 .....	DK
Lead Computing Sights	91391 .....	OM
Lithographer 1 .....	91474 .....	LI, LIP, LIT
Chief Lithographer ...	91475 .....	LI, LIP, LIT
Quartermaster 3, Vol. 2	91285 .....	BM, BMB, BMG, BMK, BMR BMS, QM, QMQ, QMS
Quartermaster 2, Vol. 2	91287 .....	BM, BMB, BMG, BMK, BMR BMS, QM, QMQ, QMS
*Sonarman 3, Vol. 1....	91259-1 .....	ET, SO, SOG, SOH
*Chief Yeoman .....	91416-1 .....	YN, YNT, YNS

\*New revisions of old editions.



## 2727 PO1s Advanced to CPO Acting Appointment For Highest Scores in February Exams

Advancement of 2727 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

The first class POs selected for advancement were those with the highest final multiple standings in their respective ratings, as compiled from scores in the service-wide competitive examinations conducted last February.

BuPers Notice 1430 of 1 May 1953, which lists the names and service numbers of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects eligible. Such advancements are effective as of 16 June 1953, provided all necessary action is completed by the commanding officers on or before 15 Dec 1953.

All the advancements are temporary and subject to the provisions of BuPers Inst. 1430.7 of 13 Feb 1953.

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

The names of PO1s who are eligible for advancement to Acting CPO (T) are listed in the BuPers Notice

alphabetically for convenience rather than according to relative standing by final multiple score as in previous lists.

All eligible candidates who successfully passed the examinations for advancement in the following ratings were authorized to be advanced: AB, AC, AE, AF, AG, AK, AL, AT, BU, CD, CE, CM, CT, DK, DM, DT, EM, ET, FC, FT, IC, IM, JO, LI, MA, MM, MN, MR, PH, PI, PM, PN, QM, RD, RM, SK, SO, SV, SW, TD, TE, UT and YN.

Listed below are the number of men advanced in each rating:

Aviation Boatswain's Mate, AB..	46
Air Controlman, AC.....	51
Aviation Machinist's Mate, AD..	142
Aviation Electrician's Mate, AE.	50
Aviation Photographer's Mate, AF (see PH rating)	
Aerographer's Mate, AG.....	17
Aviation Storekeeper, AK.....	29
Aviation Electronicsman, AL...	117
Aviation Structural Mechanic, AM .....	30
Aviation Ordnanceman, AO .....	25
Aviation Electronics Technician, AT .....	92
Boatswain's Mate, BM.....	85
Boilerman, BT .....	23
Builder, BU .....	8
Driver, CD .....	10
Construction Electrician's Mate, CE .....	5

Mechanic, CM .....	9
Commissaryman, CS .....	39
Communications Technician, - CT .....	106
Damage Controlman, DC.....	35
Disbursing Clerk, DK.....	39
Draftsman, DM .....	2
Dental Technician, DT .....	32
Electrician's Mate, EM .....	167
Engineman, EN .....	68
Electronics Technician, ET....	119
Fire Controlman, FC.....	19
Fire Control Technician, FT....	40
Pipefitter, FP .....	26
Gunner's Mate, GM .....	46
Hospital Corpsman, HM.....	46
I.C. Electrician, IC .....	60
Instrumentman, IM .....	4
Journalist, JO .....	4
Lithographer, LI .....	4
Machine Accountant, MA.....	13
Metalsmith, ME .....	27
Molder, ML .....	2
Machinist's Mate, MM .....	257
Mineman, MN .....	3
Machinery Repairman, MR....	19
Musician, MU .....	8
Opticalman, OM .....	3
Photographer's Mate, PH; Aviation Photographer's Mate, AF.	36
Printer, PI .....	8
Patternmaker, PM .....	2
Personnel Man, PN .....	82
Parachute Rigger, PR .....	8
Quartermaster, QM .....	108
Radarman, RD .....	30
Radioraman, RM .....	93
Steward, SD .....	55
Ship's Serviceman, SH .....	50
Storekeeper, SK .....	100
Sonarman, SO. ....	26
Surveyor, SV .....	1
Steelworker, SW .....	3
Tradesman, TD .....	14
Teleman, TE .....	32
Torpedoman's Mate, TM .....	14
Utilities Man, UT .....	1
Yeoman, YN .....	137

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Attn: Pers E3b). However, such requests must be made by commanding officers only as prescribed in BuPers Instruction 1418.7.

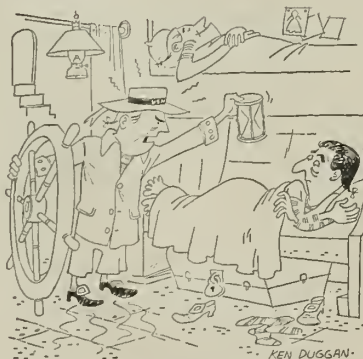
Whether a candidate passed or failed the examination is indicated by the letters "P" or "F", and failure of one or more performance tests, where applicable, will also be indicated on the BuPers form.

## Hour Glasses and Bells

Even before the hour glass became a way to describe a woman's figure, the Navy made good use of this instrument to measure time aboard ship. The hour glass used was actually a "half-hour" sandglass and bells were used to ring out the time.

The earliest recorded mention of the hour-glass system of time keeping aboard ship is in the 17th century. In those days, the job of the steersman was strenuous and he was relieved every half-hour. To remind a helmsman when his trick at the wheel was up, the ship's bell was struck each time the glass was turned over and the steersman was changed. Later, bells were also rung to indicate change in speed of a ship and for meals and evening prayers.

The 24-hour day was divided into six four-hour "watches." The four-hour watches were in turn divided into half-hours. "One bell" indicated the end of the first half-hour, "two bells" the end of the second, and so on. "Eight bells" indicated the end of one four-



hour watch and the beginning of a new one.

Once a year, however, "16 bells" were struck. It was the custom that at midnight on 31 December, the oldest man aboard ship rang out the old year with eight bells. Then the New Year was ushered in with another eight bells rung by the youngest man aboard.

## Transfer to Regular Navy Authorized Under 2 Programs For Active Duty Reserve EMs

Two programs continue in effect to permit Naval Reserve personnel serving on active duty to enlist or reenlist in the Regular Navy.

BuPers Inst. 1130.4 is the latest directive on the subject and applies to Naval Reserve personnel on active duty with the Regular Navy or on continuous duty with the Naval Reserve organization (ANR).

Program One allows Naval Reserve personnel to enlist in the Regular Navy without the loss of pay grade by participating in regularly scheduled service-wide examinations to substantiate their qualification in rate.

Program Two provides that Naval Reserve personnel may enlist or reenlist in the Regular Navy without participating in service-wide exams by enlisting or reenlisting in a lower pay grade than the one they are currently serving in.

Personnel wishing to enlist or reenlist in USN from USNR under either program must be U.S. citizens and must meet the physical requirements prescribed in the Manual of the Medical Department. They must have reached their 17th but not their 31st birthday. To make it easier to get in under the upper age limit, all active duty performed during or after World War II in USNR, USN-1, USCGR and any previous USN and USCG service may be deducted from the age of the applicant who has not reached his 40th birthday.

There is no restriction on the number of dependents of applicants enlisting or reenlisting in Pay Grades E-3, E-4, E-5, E-6 or E-7. Personnel in Pay Grades E-1 and E-2 can have not more than one dependent.

Men enlisting or reenlisting under Program One must have successfully passed all parts of the general service rating examination for their rate and must effect this enlistment or reenlistment in the Regular Navy within 6 months from the date of the examination.

Personnel in Pay Grade E-7 who pass the exam but are not immediately selected for enlistment or reenlistment in USN for service in Pay Grade E-7 may submit individual requests to the Chief of Naval Personnel

for authorization to enlist or reenlist, instead, in Pay Grade E-6, if they desire.

Personnel must be nominated and recommended to take the examination by their commanding officer. If eligible in all respects, the candidate may take the examination for the next higher rate, for purposes of advancement in the Naval Reserve. If advancement is authorized and he passes the GSR exam he may immediately enlist or reenlist in the Regular Navy at the higher pay grade. If he passes the GSR examination, but is not advanced, he substantiates in the pay grade held. Personnel shall not be permitted to take the exam for the purpose of substantiating qualifications for a pay grade lower than that in which presently serving.

There are certain rates in which enlistment or reenlistment in the Regular Navy by Naval Reserve personnel will not be authorized after August 1953, inasmuch as the February 1953 examinations were the last exams for substantiating in these rates. These are: AD1, AM1, AO1, SD1 and TM1.

It is anticipated that the last examinations for substantiating in the following rates will be the August 1953 exams. These are: BM1, CS1, MA1, MU1, PI1 and PR1.

It is not intended to authorize enlistment or reenlistment of Naval Reserve personnel in the following rates after 16 October 1953: ADC, AMC, AOC, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC and TMC.

After 16 October 1954, the following rates will also be excluded: ACC, ALC, BMC, DCC, DKC, DTC, ENC, FPC, GMC, HMC, ICC, IMC, MAC, MMC, MUC, PHC, PMC, PNC, QMC, SHC and SKC.

Personnel not enlisting or reenlisting under Program One will be enlisted or reenlisted as shown below:

## Qualified Service Personnel Are Now Exempt from Certain State Income and Other Taxes

Naval personnel who are on active duty and live in a state other than their legal home-state do not have to pay state income taxes or personal property taxes to that state in which they are now temporarily living.

In a recent U.S. Supreme Court decision in the "Dameron vs Brodhead" case, the court ruled that the state in which the serviceman is temporarily residing in compliance with military orders is barred by Section 514 of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, from imposing a tax on the serviceman's personal property located within the state's borders.

The Supreme Court decision states that it is the intent of Congress in the act to free the non-resident serviceman from both income and personal property taxes imposed by any state by virtue of the serviceman's presence in that state as a result of military orders.

It is interesting to note that as a result of the "Dameron case" the attorney general of the state of Virginia, on 20 Apr 1953, rendered an opinion that under the provisions of the Soldiers' and Sailors' Civil Relief Act, the automobile of a serviceman stationed in Virginia by reason of military orders but who retains his domicile in another state, is not subject to local personal property tax either, even though the serviceman may voluntarily register his automobile and purchase Virginia license plates.

The Soldiers' and Sailors' Civil Relief Act does not, however, exempt the serviceman's dependents from state income and personal property taxes.

### CURRENT PAYGRADE (TEMPO-PAYGRADE AND RATE IN WHICH REENLISTMENT OR ENLISTMENT IN USN MAY BE MADE)

Paygrade E-7 and E-6	Pay grade E-5 in the appropriate general service rating
Paygrade E-5	Paygrade E-4 in the appropriate general service rating
Paygrade E-4	Paygrade E-3 as appropriate in the rating held. (Personnel serving in paygrade E-4 in ratings of occupational groups I through VI will be enlisted or reenlisted in USN as SN; Occupational group VII as FN; Occupational group VIII as CN; etc.)

Paygrade E-3, E-2 and E-1.. In the rate held at time of discharge from USNR



# Revised Regulations on Separation of Enlisted Personnel

The latest schedules for the separation of both Regular Navy and Naval Reserve enlisted personnel from active naval service are contained in BuPers Inst. 1910.5A.

Effective 1 July 1953, enlistments will not again be involuntarily extended. The three previous involuntary extensions, two for 12 months and one for 9 months, were necessitated by the Korean conflict.

The revised directive provides two important changes in the separation processing:

- Fleet Reservists ordered to active duty and enlisted men who transferred to the Fleet Reserve but who were not separated because of the emergency, are being released to inactive duty at varying lengths of time, dependent upon the month in which the individual was ordered to active duty or was transferred to the Fleet Reserve.

- Non-veteran Naval Reservists, in a non-drill-pay status at the time of receipt of orders to active duty, reporting for active duty after 30 June 1953 will serve 24 months rather than 22 months as has been previously required.

Fleet Reservists, other than those who signed an agreement voluntarily extending their active duty, will be separated in accordance with the following schedule:

Month and year reported for active duty, or month transferred to Fleet Reserve	Month and Year of Separation
October 1951	May 1953
November 1951	May 1953
December 1951	May 1953
January 1952	June 1953
February 1952	June 1953
March 1952	June 1953
April 1952	June 1953
May 1952	June 1953

June 1952	June 1953
July 1952	June 1953
August 1952	July 1953
September 1952	July 1953
October 1952	July 1953
November 1952	August 1953
December 1952	August 1953
January 1953	August 1953
February 1953	September 1953
March 1953	September 1953
April 1953	September 1953
May 1953	October 1953
June 1953	October 1953
July 1953	October 1953
August 1953	November 1953
September 1953	November 1953
October 1953	November 1953
November 1953	December 1953
December 1953	December 1953
Subsequent 31 December 1953	As applicable

Schedules for other categories of enlisted personnel are also included in the revised directive.

In addition, a member of the Naval Reserve may execute an agreement to remain on active duty, subject to the approval of his commanding officer, upon the completion of the minimum period required by BuPers Inst. 1910.5A. The provision whereby EMs could agree to remain on active duty for an indefinite period has been cancelled.

Naval Reserve and Fleet Reserve personnel desiring to continue on active duty must now sign an agreement to remain on active duty for a minimum period of twelve months and in increments of twelve months. He must be physically qualified for sea duty, and must have sufficient obligated service to cover the extended period.

Naval Reserve personnel not having sufficient obligated service must either reenlist or voluntarily execute an agreement to extend their enlistments in accordance with BuPers Inst. 1133.1A.

Fleet Reservists may be continued on active duty for less than 12 months in order to complete service requirements for the next succeeding pay period.

Regular Navy EMs may no longer enter into the agreement as provided for Naval Reservists, but must either extend their enlistment or reenlist, as applicable.

Personnel who are discharged early for the convenience of the government must be informed in advance

that they will not receive lump-sum payment for unused leave. It is to be noted, however, that if the individual reenlists immediately, this unused leave will be carried into the new enlistment.

In any event, separation schedules contained in this directive do not apply to personnel who voluntarily remain on active duty, are hospitalized or are undergoing medical treatment, or are in a disciplinary status.

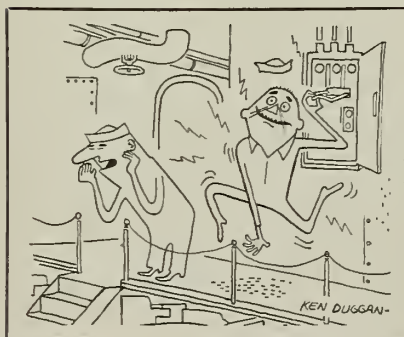
## Caveman's NAD Stood on Site of Ammunition Depot

Long before the United States ever thought of using Hawaii as a military base, the present site of the Naval Ammunition Depot at Lualualei, Oahu, T.H., may have been used by the Polynesians as a place to manufacture weapons.

A stone, which scientists in Hawaii believe may have been used as a sharpening instrument during the Stone Age, has been uncovered by an employee of NAD, Richard Joslin. Archeologists reason that the stone, which resembles a large, shallow bird bath, was probably used in the manufacture of stone weapons or adzes (cutting tools) centuries ago.

Because of the undergrowth surrounding the stone and the depth that it was found in the ground, the scientists reason that the stone was in the same place where it was used originally, long before the white man discovered the Islands.

Perhaps today's modern weapon manufacturing area near NAD Lualualei was being used for similar purposes during a bygone era.



"Hey, Lou, you can stop testing. Ernie found the short."



## List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

Films distributed under the Fleet Motion picture plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*The Bad and the Beautiful* (1152): Drama; Lana Turner, Kirk Douglas.  
*Scotland Yard Inspector* (1153): Melodrama; Cesar Romero, Lois Maxwell.

*Confidentially Connie* (1154): Comedy; Van Johnson, Janet Leigh.  
*She's Back on Broadway* (1155): Musical comedy; Virginia Mayo, Gene Nelson.

*Lili* (1156) (T): Musical; Leslie Caron, Mel Ferrer.

*Battle Circus* (1157): Drama; Humphrey Bogart, June Allyson.

*One Girl's Confession* (1158): Melodrama; Hugo Haas, Cleo Moore.

*Jeopardy* (1159): Drama; Barbara Stanwyck, Barry Sullivan.

*The Tall Texan* (1160): Western; Lloyd Bridges, Lee J. Cobb.

*I'll Get You* (1161): Espionage; George Raft, Sally Gray.

*White Lightning* (1162): Hockey; Stanley Clements, Barbara Bestar.

*Girl Who Had Everything* (1163): Melodrama; Elizabeth Taylor, Fernando Lamas.

*Abbott and Costello Go To Mars* (1164): Comedy; Bud Abbott, Lou Costello.

*The President's Lady* (1165): Melodrama; Susan Hayward, Charlton Heston.

*The Stars Are Singing* (1167) (T): Musical comedy; Rosemary Clooney, Anna Marie Alberghetti.

## The Long and the Short of Overseas Duty

The latest list of the Navy's overseas assignments and the period of time Navy enlisted personnel are required to remain at each overseas post is contained in BuPers Inst. 1300.15.

The average tour of duty for a sailor at an overseas base continues to be approximately 24 months.

The shortest tour listed by the instruction is six months (at Eniwetok Atoll and Attu and Whittier in Alaska); the longest normal tour is 24 months (at a number of bases, including some in the Western Pacific, Middle East, Western Atlantic and at most naval attache posts).

"Overseas service" is defined as "duty performed ashore at naval activities beyond the continental limits of the U.S. or on board non-rotated naval vessels in the European and Asiatic areas."

A normal tour of overseas service will be considered completed when an individual has spent the established period in the locality concerned, exclusive of travel time to his overseas station or return to the U.S.

Extensions of one year may still be granted to those who wish to remain longer at their assigned overseas base. Personnel who desire to stay, though, must be considered "well suited" to their adopted environment.

Naval personnel serving with other departments or agencies who are subject to reassignment by those departments, will have their lengths of overseas duty tour prescribed by the departments concerned.

Each of the bases listed in the accompanying schedule is considered "sea duty" for the purpose of sea-shore rotation.

### Length of Tour of Duty for Overseas Bases

Here is the list of the overseas bases where Navymen may be assigned and the length of tour of duty for each area.

These figures should be considered only as approximations. Variations from the prescribed tours may be necessary to meet special conditions.

AREA	MONTHS	AREA	MONTHS
Alaska		Japan Proper . . . . .	24*
Point Barrow and Adak . . . . .	12*	Korea . . . . .	12**
Whittier and Attu . . . . .	6*	Ryukyu Area . . . . .	12
*To be followed by rotation to complete 18 months in the area.		Chi Chi Jima and	
Western Hemisphere		Okinawa . . . . .	12
Newfoundland . . . . .	18	*Or 12 months after dependents are on station, whichever is longer. **Followed by rotation to Japan to complete 24 months in area.	
Greenland . . . . .	9		
Iceland . . . . .	12*		
*If dependents are on station, 24 months.			
Middle East		Marianas Islands	
Eritrea . . . . .	12	Guam, Saipan and	
Kashmir (India) . . . . .	12	Tinian . . . . .	18
Persian Gulf Area . . . . .	12	Military Advisory Assistance Group (MAAG)	
Red Sea Area . . . . .	12	Formosa . . . . .	18*
Saudi Arabia (Dharan) . . . . .	12	Indo-China . . . . .	12
Mediterranean Area		*If dependents are on station, 24 months.	
Libya . . . . .	12	Germany . . . . .	24*
Tripoli . . . . .	12	*Or 12 months after dependents are on station, whichever is longer.	
Morocco (Casablanca and Port Lyautey) . . . . .	18*		
*If dependents are on station, 24 months.		Naval Attache Posts	
Mid-Pacific		Korea, Poland and USSR	18
Midway . . . . .	12*	All others . . . . .	24
Kwajalein . . . . .	12*	Non-rotated ships and staffs afloat	
Eniwetok Atoll . . . . .	6	Asiatic area . . . . .	15
*Followed by rotation to Oahu to complete 24 month tour.		European area . . . . .	18*
Western Pacific and Far East		*If dependents are on station, 24 months.	



## Navy Relief Society Gives Report on Aid and Services To Navymen and Dependents

The Navy Relief Society is in a stronger position than at any time since World War II to do its voluntary job of aiding Navymen and their dependents in emergencies, according to its annual report for 1952.

As a private non-profit corporation, the Navy Relief Society is closely affiliated with the Navy but not an official part of it. The organization offers timely and appropriate financial and advisory aid to naval personnel and their families.

The report shows that 138,070 Navymen and Marines received fi-

nancial and other assistance or advisory service during 1952, a sizeable increase over 1951. This direct aid resulted in an outlay of nearly \$3,500,000. Of this amount \$357,633 was expended in outright grants and gratuities in 5691 cases, including cases of emergency financial assistance to dependents of deceased personnel.

Assistance in the form of loans was provided in 50,464 cases, accounting for a total of \$3,127,526. There was an increase of more than 2500 cases over 1951 and an increase of some one-third of a million dollars in outlays.

The money for these loans and contributions comes from various sources.

One of the most important is the Navyman himself who donates at the time of the "Annual Call for Contributions." Other fund-raising activities of the Navy Relief Society Auxiliaries, special Navy-sponsored events and individual donations from civilian friends of the society make up the remainder of the 1952 contributions. The year's total was \$1,196,578, an increase of \$212,592 over 1951.

Here are a few of the ships which led in contributions. The list of all ships and their totals is too long to mention here. The larger ships, naturally, topped the list: *Iowa*, \$12,173; *Wasp*, \$5,724; *Helena*, \$3,503; *Coral Sea*, \$3,288; *Midway*, \$2,240; *Worcester*, \$1,077; and *Pickett*, \$506. NAS Dallas, Texas, with a complement of 50 officers and 400 men raised \$9,292.

The society's auxiliary offices achieved a high total of contributions through various fund-raising plans. San Diego led all others with \$206,000, San Pedro was second with \$61,323, Pennsylvania came in third with \$59,000, followed by the District of Columbia with \$56,700 and

Total expenses of the society, including operation of headquarters and 46 auxiliary offices, came to \$387,466. This was an increase of \$25,846 over last year, or seven per cent. The increase covers the salaries of additional social workers and Navy Relief Visiting Nurses, making possible more widely available services.

An enclosure with BuPers Inst. 1747.1 of 30 Oct 1952, entitled "Information on the Navy Relief Society" tells the nature of the society, its general purposes and policy. It explains the nature of the financial assistance and what assistance may and may not be expected. Also, there is information about services other than financial and how to obtain assistance from any one of the 46 auxiliary offices of the society. Personnel and their families outside of areas served by the auxiliaries may apply for assistance by letter or telegram direct to the Headquarters of the Society, Navy Department, Washington, D. C. In many cases the society receives the cooperation of local chapters of the American Red Cross.

The Navy Relief Society auxiliaries are located in every naval district and some overseas stations. These are listed in the BuPers Instruction.

## HOW DID IT START

### Oldest Naval Hospital

The oldest hospital in the Navy and one of the pioneer medical institutions in the nation is the U.S. Naval Hospital, Portsmouth, Va.

The hospital stands today on the West bank of the Elizabeth River in the same park-like setting where it was originally erected and opened in July 1830. It is built on land first purchased in 1636 by Captain Thomas Willoughby. In 1776 the government erected Fort Nelson on the spot.

Fifty-one years later, it was decided that a hospital to care for the sick and wounded of the Navy should be built on the site and on 2 Apr 1827 the cornerstone was laid.

The need for the hospital forced its occupancy before it was completed and in July 1830, a Navy surgeon, Thomas Williamson, was ordered to make the hospital ready for its first patient. He moved to the new hospital with one steward, two attendants, two washers and one cook. This force was later augmented by a messenger and two laborers.

After an intervening eight-month tour of sea duty, Surgeon Williamson returned in May 1831 and made recommendations for completion of the building. Congress appropriated the money and the work was completed.

Down through the decades the hospital has undergone modernization and expansion (the hospital reservation now consists of 135 acres) and has weathered five major wars. During the Civil War it changed hands twice.

Probably the biggest disaster the hospital has had to cope with was the Yellow Fever epidemic of 1855. The fever apparently was brought in by the steamer *Ben Franklin*,



which arrived from St. Thomas in the Virgin Islands. The epidemic lasted three months and had the hospital staff working at full capacity.

To provide for expert care for every form of disease and injury, the hospital today has a capacity of 2150 patients.

The hospital is also an educational institution. Its Hospital Corps School, the first of its kind, opened for instruction in 1902. In addition to courses of basic instruction, the school now provides post-graduate study for experienced hospital corpsmen who want to qualify for independent duty in the field or aboard small vessels that do not have full-time medical officers.

Though the hospital has been designated in many ways — "Norfolk Naval Hospital," "Naval Hospital near Norfolk," and "U.S. Naval Hospital, Portsmouth," it was not until 1944 that it received its present title. SecNav James V. Forrestal announced that the institution would henceforth be called the "United States Naval Hospital, Portsmouth, Virginia."

## Rules Set for Consolidating Fire Control Technician (FT) and Fire Controlman (FC) Ratings

New procedures for consolidating the Fire Controlman (FC) and Fire Control Technician (FT) ratings into the single rating of Fire Control Technician have been announced.

BuPers Inst. 1440.8 of 27 Mar 1953 extends the deadlines which FC personnel must meet to qualify for the FT rating in equal or higher pay grade.

Under the terms of the directive, the FC rating will be abolished the end of March 1956. Previously, the termination date was July 1955.

To facilitate the consolidation of the ratings, the Instruction lays down a new schedule.

This program is applicable to Fire Controlman (including FCS and FCU) and Fire Controlman strikers of the Regular Navy, Naval Reserve on active duty, Naval Reserve on continuous active duty with the Naval Reserve (ANR), and temporary officers with permanent enlisted status as FCS.

The new schedule is as follows:

- No further service-wide examinations will be given for advancement in the FC rating.

- Temporary officers who hold an FC rate in their permanent enlisted status will be changed in rating to any other rating for which qualified prior to 30 June 1953 or date of reversion to permanent enlisted status whichever is earlier.

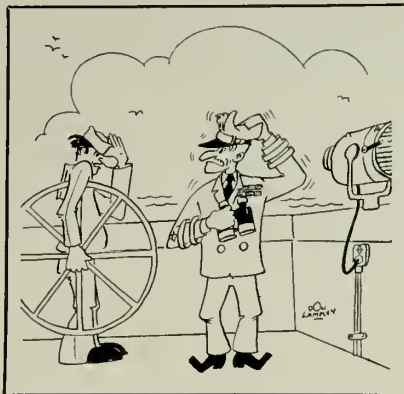
- No personnel will be reenlisted in the FC rating under "broken service" conditions after 16 Apr 1954.

- Personnel in the FC rating, including strikers, will no longer be eligible for enrollment in FT schools, class A or B, after the last classes convene in June 1954.

- Personnel in the FC rating will not be eligible for enrollment in the 28-week FC-FT conversion training course at U.S. Naval Schools, Electronics, Treasure Island, San Francisco, Calif., after the last class convenes in October 1954.

- All personnel in the FC rating at the time of the February 1955 servicewide competitive examinations must take that examination to determine their qualification for change to the FT rating in equal pay grade.

- Personnel in the FC rating, in-



"Sir, I'd like to report a steering casualty!"  
—Don Lompley, QM1, USN

cluding strikers, must qualify by completion of an FT school or through competitive examination and have change of rating to FT effected prior to 30 June 1955 if they are to be changed to FT.

- In the event personnel in the FC rating, including strikers, fail to qualify for change to the FT rating by 30 June 1955, they must have a change of rate symbol or rating effected to another rating for which they are qualified prior to 31 Dec 1955.

- Except as authorized in the directive or on specific approval of individual cases by the Chief of Naval Personnel, no personnel will be reenlisted or voluntarily extended in the FC rating after 31 Dec 1955.

In order for Fire Controlmen to be eligible for change in equal pay grade to the Fire Control Technician rating they must successfully pass the servicewide competitive examination for the FT rating at one of the regularly scheduled times or successfully complete the course of instruction at the appropriate FT school.

To be eligible for nomination and participation in the examination, such

personnel must have completed the appropriate Naval Training Courses required by *Training Courses and Publications for General Service Ratings*, NavPers 10052, for the FT rate. Also, each candidate must have completed the practical factors of the professional qualifications required in the *Manual of Qualifications for Advancement in Rating*, NavPers 18068 Rev. 1952.

FC candidates competing for change to FT rating in equal pay grade may also take the FT examination for advancement to the next higher pay grade during the same examining period. However, such candidates must be eligible in all respects to take both examinations.

In all cases where personnel in the FC rating fail to qualify for a change to *any other* rating by the final terminal dates, they will be reported to the Chief of Naval Personnel for disposition by administrative action.

## VA Counsellors Aid Veterans To Make Up Their Mind About Jobs

Navy men now returning to inactive status may soon be seeking the vocational counseling offered by the Veterans Administration before applying for the educational benefits provided in the Korean G. I. Bill. Before you visit the VA you should be familiar with the type of service it has to offer you.

In the past there has been some misunderstanding on the part of veterans as to the amount of help vocational counselors offered. Vets thought the VA counselors would tell them what occupation they should follow.

The VA does no such thing. Instead, it enables a veteran to understand his own interests, aptitudes, abilities and personality traits so that he is in a better position to *make up his own mind* as to the occupation he should choose.

The tests and interviews the veteran receives at a counseling session enable him to evaluate himself realistically and thereby choose an occupational goal that will offer him the greatest chance for success.

The Veterans Administration has offered this service for the past 10 years and has furnished vocational counseling to some 2,300,000 World War II and Korean veterans.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

- (a) In a drydock. Wet docks are huge, permanently water-filled basins.
- (b) It can be flooded with water and drained.
- (c) Mooring buoy. It weighs 20 tons and is being lowered by the Coast Guard buoy tender *Laurel*.
- (c) It allows maximum berthing of ships in a restricted harbor.
- (c) Landing craft, mechanized, LCM.
- (b) 60,000 pounds of cargo or 120 troops.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNov Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 7—Provided for observation of the Jewish holiday, Passover.

No. 8—Announces, that due to the

rescinding by Congress of the "Davis Amendment," there will be no demotions of lieutenants and promotion will proceed according to schedule.

No. 9—Makes an administrative change to *Naval Comptroller's Manual*.

No. 10—Gives safe amount of spray that can be used to disinfect aircraft interiors.

### BuPers Instructions

No. 1001.8—Summarizes the service obligations of personnel enlisted or inducted under the Universal Military Training and Service Act.

No. 1085.19—Brings up to date the instructions governing the upkeep of officers' service jackets.

No. 1120.12B—Summarizes eligibility requirements and processing procedures whereby Naval Reserve officers and temporary USN officers (enlisted men, commissioned war-

rants and warrants now serving under temporary commissions) may be considered for appointment as commissioned officers in the Regular Navy.

No. 1120.14—Opens applications for Regular Navy commissions in the line to former Naval Aviation Cadets who have been on active duty at least 18 months following their appointment as ensign, 1325, USNR.

No. 1120.15—Summarizes the policy and procedure permitting qualified men and women of the U.S. Navy to submit applications for appointment to the grade of ensign, 2300, in the Administration and Supply Section of the Medical Service Corps, USN.

No. 1210.3A—Gives the procedure for putting Qualification Code Numbers on officers' orders.

No. 1300.15—Lists the lengths of tours for enlisted personnel at overseas duty stations.

No. 1301.17—Emphasizes the importance of the Officer Data Card and its timely submission.

No. 1306.23A—Gives the eligibility requirements for duty with the Naval Security Group.

No. 1306.33—Restates Navy policy on assigning more than one male member of the same family to a single unit.

No. 1316.3—Concerns transfer of enlisted personnel requiring hospitalization.

No. 1430.9—States that enlisted personnel who are released from active duty or discharged may be advanced to a higher rate on the basis of a competitive exam they took while on active duty.

No. 1500.10—Outlines the correspondence courses offered active-duty Regular and Reserve officers by the Naval War College.

No. 1520.4A—Requests applications from Regular and Reserve officers, male, unrestricted line or limited duty (excluding aviation categories), for assignment to the Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D. C.

No. 1520.6A—Gives the list of officers selected for the six-month course in submarine training at New London, Conn., and requests applications for the January 1954 class from lieutenants (junior grade) and ensigns.

No. 1530.23—Announces the forthcoming examination for assignment to the U.S. Naval Preparatory School

## Buzzing Mascots at Point Mugu Create Housing Problem

There's more than guided missiles buzzing around the U.S. Naval Air Missile Test Center at Point Mugu, Calif., since Navymen at the station adopted a hive-full of bees as their mascots.

The bees were literally forced upon the Navymen when thousands of them invaded the school premises and made it their lodging place.

It soon became apparent that either the bees or the sailors had to go. The decision on housing was based on a strict seniority basis—the Navymen were there first and the little honey-makers would have to leave.

The Navymen confiscated an old packing box, partitioned it into several sections and, with the aid of a smoke screen, served eviction notice to the wall tenants, forcing them into the packing box.

The mass exodus of the swarm was carried out without so much as

one casualty on either side. As a matter of fact, no one at the school has been stung since the bees arrived.

Taking care of these hard working bees is not only easy and interesting but has turned out to be a profitable pastime. In their short tour of duty the bees have netted eight-and-one-half pints of honey and the temporary hive is nearly full again.

To show their appreciation for the honey and to keep relations on a friendly basis the Navymen at the station are building a genuine beehive for their honey-making mascots.

Bees seem to be one of the favorites of Navymen as mascots and hobbies. You'll find salty bee-keepers anywhere from Nas Jacksonville to Korea. For more on this subject see ALL HANDS, October 1952, p. 21, and November 1952, p. 10.



as a candidate for appointment to the U.S. Naval Academy.

No. 1530.24—States that there has been a high attrition rate of candidates for the preparatory school for the Naval Academy and directs selection boards to put increased emphasis on proper screening.

No. 1640.1—Defines "place of confinement" for naval courts-martial prisoners.

No. 1742.1A—Gives commands information concerning procedure to be followed for service voting in the 1953 local elections.

No. 1742.2—Summarizes procedures for serviceman's voting.

No. 1743.2—Cites the responsibility of commanding officers, officers and POs for promotion of the moral, spiritual and religious welfare of naval personnel.

No. 1747.2—Outlines procedures for submitting queries to the Red Cross and emphasizes that such inquiries are confidential.

No. 1900.2—Gives instructions to separation authorities for filling out the "Report of Separation from the Armed Forces" (DD Form 214) that is given personnel at the time of their separation from the armed forces.

No. 1910.8—Concerns applications for separation for dependency or hardship of enlisted personnel, both USN and USNR.

No. 5211.4—Clarifies requirements for signatures in the Deck Log Book (Rough Log).

No. 5211.5—Coordinates existing directives concerning submitting of the "Roster of Officers" (NavPers 353).

## BuPers Notices

No. 1418 (27 Mar 1953)—Gives schedule for servicewide examinations for advancement in rating to be held in August.

No. 1120 (2 Apr 1953)—Gives the list of warrant officers selected for training leading to a commission in the line or Supply Corps.

No. 1085 (8 Apr 1953)—Promulgates strict rules for stowage and control of blank "Armed Forces Identification Cards" (DD Form 2N).

No. 1741 (10 Apr 1953)—Announces reduction in rates on National Service Life Insurance for the "total disability" clause.

No. 1426 (15 Apr 1953)—States that ensigns about to be permanently

promoted to LTJG should receive orders for a physical examination about six weeks before their promotion is due.

No. 1611 (23 Apr 1953)—Lists officers from NROTC sources selected for retention as Regular Navy officers of the line and Staff Corps.

No. 1414 (29 Apr 1953)—Announces distribution of the new *Manual of Qualifications for Advancement in Rating* (NavPers 18068).

## Qualified Reserve Officers Now on Active Duty May Apply for Legal Billets

Reserve officer attorneys on active duty who are not serving in a billet designated for law specialists (1620 officer) may now apply for rotation into legal duties. However, if selected for rotation an officer in this category will not be ordered to legal duty until the expiration of his present obligated service.

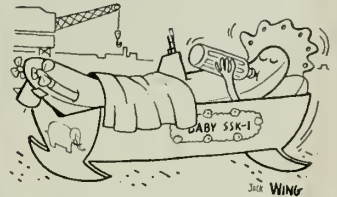
An applicant must meet the following requirements:

- Be an officer of the Naval Reserve on active duty.
- Be eligible to practice before the highest court of a State or before a Federal district court.
- Agree to extend his obligated period of active duty for a period of 18 months after reporting for permanent duty in a legal billet.

Applicants will be considered by a board convened by the Judge Advocate General. If selected and upon expiration of their obligated service, they will normally be ordered to the U.S. Navy School (Naval Justice), Newport, Rhode Island, for temporary duty under instruction for seven weeks, en route to their new duty assignment. However, if they have previously completed this course they will be ordered directly to the new billet.

Applications by letter for change of duty should be addressed to the Chief of Naval Personnel (Attn. Pers-B111) via the applicant's commanding officer and the Judge Advocate General. The letter should contain only the facts necessary to verify the requirements listed above. Commanding officers, in forwarding applications, should state when the applicant would be eligible for release from active duty under current directives and whether or not a relief is required.

Have you ever wondered how a new submarine is launched? If you're around the building ways when a submarine is being launched you'll hear a lot of technical terms bandied about.



Among them: the cradle, keel blocks, launching ways or sliding ways, battering ram—as well as the cry "Rally all wedges!" These terms, common to men in shipbuilding yards, apply in launching of a submarine.

When building, the typical sub rests on a long series of stout wooden blacks (keel blocks) extending along the line of her keel. Shortly before the launching, shipwrights rig long wooden timbers or tracks (launching ways) on



each side of the line of keel blacks. These ways extend down to the water. On top of the tracks is erected the sliding cradle or launching cradle, a wooden framework of criss-crossed blocking that supports the ship's hull.

The trick is to transfer the sub's weight from the keel blocks to the cradle. First, several large wedges are inserted between the cradle's blocking. Then at the order "Rally all wedges," a large force of shipwrights gather around each cradle and by swinging



on large timber battering rams simultaneously, drives the wedges home. This raises the cradle's upper sections and takes the weight off the keel blocks. Next, the keel blocks are removed, the trigger holding the cradle is released and cradle and submarine slide down the ways into the water.



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ FIELDING, Teddy R., LT, USN, a reconnaissance swimmer on the northeast coast of Korea on the night of 3 Dec 1951. When his assault landing craft grounded close to an enemy-held beach, a demolition charge with its fuse activated was accidentally jettisoned alongside the boat with the remainder of the explosives during an effort to lighten the load and float the craft free. LT Fielding immediately plunged into the water in an attempt to pull out the fuse. Undeterred by the danger of an explosion and the hazard imposed by the boat's rotating screws, he located the demolition charge beneath the water, promptly disarmed the fuse and surfaced in time to be hauled aboard the landing craft as it moved away from the danger area.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ CLOSE, Robert H., CDR, USN, CO of USS *Collett* (DD 730) from 13 to 15 Sept 1950.  
★ HARCOURT, Carl C., HM3, USN (posthumously), serving in a Marine Infantry Company on 24 Feb 1952.  
★ HUMPHREY, Robert J., LT, USNR (missing in action), serving in Composite Squadron Three on 13 June 1952.  
★ O'DELL, Bobby J., HN, USN, serving with a Marine Infantry Battalion on 1 and 2 Dec 1950.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ BASILICATO, Gennaro, CDR, MC, USN, serving as flight surgeon and senior medical officer with a Marine Aircraft Group from 16 Nov 1951 to 23 May 1952. Combat "V" authorized.  
★ BILL, Wells R., Jr., LCDR, USN, on the staff of Commander Mine Squadron

Three from 3 Aug 1950 to 15 Sept 1951. Combat "V" authorized.

★ COLEY, Charles C., CDR, USN, serving in USS *New Jersey* (BB 62) from May to November 1951. Combat "V" authorized.

★ DUFFY, Charles G., CAPT, USN (posthumously), Director of Public Relations on the staff of Commander In Chief, Allied Forces Southern Europe from 21 June 1951 to 10 Dec 1952.

★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 from 17 Aug 1950 to 31 Dec 1951. Combat "V" authorized.

★ GILL, Cecil B., CAPT, USN, CO of USS *Bon Homme Richard* (CVA 31) from 30 May to 28 Nov 1951. Combat "V" authorized.

★ GREER, Julian D., CAPT, USN (missing in action), Commander Fleet Air Wing Six from 10 Nov 1951 to 1 Oct 1952. Combat "V" authorized.

★ PECK, Walter S., Jr., CDR, ChC, USN, serving as division chaplain for a Marine Division from 8 Oct 1951 to 16 Apr 1952. Combat "V" authorized.

★ SCHMIDLING, Matthew S., CDR, USN, serving in USS *New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.

Gold star in lieu of second award:

★ HORNEY, Harry R., CAPT, USN, Chief of Staff to Commander Carrier Division One and Commander Task Force 77 from 21 Aug 1951 to 6 Mar 1952. Combat "V" authorized.

★ RODEE, Walter F., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three from 26 March to 28 Nov 1951. Combat "V" authorized.

★ TYREE, David M., RADM (then CAPT), USN, CO of USS *New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ ACOSTA, Frank L., ALC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ANDERSON, Arland T., LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ ANDERSON, David G., LT, (then LTJG) USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ANDERSON, George D., Jr., LCDR (then LT), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.  
★ ANTHONY, James O., Jr., LCDR, USNR, CO of Fighter Squadron 783 on 11 Oct 1951.

★ APPEL, Robert B., LT, USN (posthumously), serving in Composite Squadron Three on 28 July 1951.

★ ATKINSON, Kenneth W., LTJG (then ensign), USN, serving in Attack Squadron 195 from 1 February to 30 Apr 1951.

★ BARTLETT, Richard C., Jr., LT, USN, serving in Composite Squadron 35 on 18 Dec 1951.

★ BROWN, Edgar R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CANAAN, Gerald C., ENS, USN (missing in action), attached to Carrier Air Group 102 on 29 Sept 1951.

★ CHAFFEE, Jack E., ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CHARLTON, Melvin S., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CHICK, Lewis W., CDR (then lieutenant commander), USN, serving in Attack Squadron 115 on 23 Sept 1950.

★ CIESLEWICZ, Joseph J., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CLAUDE, Marvin L., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ COLLEY, Richard T., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CONDRA, Kenneth I., LT (then LTJG) USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ COOK, Orville M., LT, USNR (missing in action), serving in Attack Squadron 923 on 18 July 1951.

★ COSTELOW, Clarence E., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CRANDALL, Ray I., LT, USNR, serving in Fighter Squadron 781 on 31 Aug 1951.

★ CUMMINGS, Edward P., LT, USNR (missing in action), attached to Composite Squadron 33 on 11 July 1952.

★ DIXON, William C., LCDR (then LT), USN, serving in Helicopter Squadron One on 2 July 1951.

★ DOSTER, James B., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ EGGER, Donald L., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ELLENA, Eugene D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ ETHERTON, Fred S., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ FITZGERALD, Donald T., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GARDNER, Clyde W., LTJG (then ensign), USNR, serving in Fighter Squadron 193 on 11 Feb 1951.

★ GARODZ, Leo J., LT (then LTJG), USN, serving in Composite Squadron 35 on 26 Jan 1952.

★ GOODMAN, William F., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GRABOWSKI, Thaddeus F., LTJG, USNR (posthumously), serving in Fighter Squadron 783 on 23 July 1951.

★ GREENKORN, Robert A., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GUERRIERI, Louis M., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 30 Jan 1951.

★ GUNTHER, Leo J., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HARTZOG, Bill E., AOC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HAWKENBERRY, Leonard K., AO2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HIGGINS, Harry E., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HUEY, William M., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HUNT, Clyde G., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HUNT, Wylie M., LCDR, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ JACOBS, Dean G., LT, USNR, serving in Fighter Squadron 874 on 13 July 1951.

★ JOHNSON, Charles E., LT (then LTJG), USN, serving in Composite Squadron Three on 26 Aug 1951.

★ JOYNT, William E., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ KING, Leo D., AL3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ LIBBY, Harold D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MAELI, Richard E., LTJG (then ensign), USN, serving in Composite Squadron Three on 27 July 1951.

★ MARGERUM, William E., ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MARTINEZ, Donald E., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MATTHEWS, Freeman M., AD1, USN,

serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ McDONALD, Loren J., LT, USNR, serving in Fighter Squadron 874 on 25 Aug 1951.

★ MCKNIGHT, Russell L., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ McNALLY, Allan E., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MEAD, Ray E., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MEO, Richard C., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MESARIS, John A., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MILLER, Carl V., Jr., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MILLER, William R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ MITCHELL, Clyde G., LCDR, USNR, serving in Fighter Squadron 874 on 9 Nov 1951.

★ MORITZ, Dale E., LT, USNR, (missing in action), serving in Attack Squadron 923 on 21 Sept 1951.

★ MOSHER, Eugene L., AL1, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ OBERG, John C., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ OHNERSORGEN, Edward B., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ PEPPER, Harold V., LT, USNR, serving in Fighter Squadron 781 on 2 Nov 1951.

★ PRICE, Ronald M., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ PICKERING, Richard C., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ POMEROY, Charles A., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ POWERS, Donald L., LT, USNR, serving in Fighter Squadron 783 on 20 Sept 1951.

★ PREHN, Frederick A., Jr., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ PRESSLER, William J., Jr., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ PROBYN, Robert W., LT (then LTJG), USN, attached to Carrier Air Group 102 on 13 June 1951.

★ PULLIAM, William E., II, LT, USN (posthumously), serving in Fighter Squadron 193 on 3 Aug 1952.

★ RABE, Richard D., Lt (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ REMINGTON, John F., ALC, USN, serving in Patrol Squadron Six from 8 July

1950 to 28 Jan 1951.

★ RENARD, Robert J. A., LCDR (then lieutenant), USNR, serving in Attack Squadron 923 on 30 Aug 1951.

★ REYNOLDS, John M., Jr., LTJG (then ENS), USNR, attached to Carrier Air Group 102 on 2 Sept 1951.

★ RHODES, Houston W., ADC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ RODD, Dee L., LCDR (then lieutenant), USNR, serving in Attack Squadron 923 on 9 Nov 1951.

★ ROHLEDER, John R., LT, USNR, serving in Fighter Squadron 653 on 13 Jan 1952.

★ ROSS, William W., LT (then LTJG), USNR, attached to Fighter Squadron 874 on 28 July 1951.

★ ROWE, John D., LTJG (then ENS), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SAMUELSON, William M., AD2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SAVAGE, Ernest J., AO1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SCHULZ, David T., AD1, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 28 Jan 1951.

★ SEAGRAVES, Sidney C., Jr., LCDR, USNR, serving in Attack Squadron 702 on 9 Aug 1951.

★ SEARGEANT, John A., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

### Gold star in lieu of 2nd award:

★ BARKER, Jesse T., LCDR, USN, serving in Fighter Squadron 54 from 3 July to 21 Sept 1950.

★ BOWEN, John H. Jr., LT, USNR, serving in Fighter Squadron 791 on 4 June 1951.

★ HINTZE, Paul F., LT, USNR, serving in Fighter Squadron 874 on 15 Aug 1951.

★ KELLY, George P., LT, USNR, serving in Fighter Squadron 783 on 20 Sept 1951.

★ MILLER, Duane C., LT, USNR, serving in Fighter Squadron 783 on 16 June 1951.

★ ROGERS, Eli B., CDR (then lieutenant commander), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ OPHEIM, Carl J., ABAN, USN, serving in USS Valley Forge (CVA 45) on 11 Sept 1952.

★ YOUNGMAN, Samuel A., Jr., LTJG, MC, USNR, serving as station medical officer at Niagara Falls Municipal Airport, New York, on 7 July 1952.



# BOOKS: ACTORS, PIRATES, SAILORMEN FILL PAGES OF JUNE VOLUMES

SHIP and shore libraries are currently receiving an assortment of books, selected by the BuPers library staff, which range from biography to history, folk tales to stories of the man in the street. Following are reviews of some of these:

• **Prince of Players: Edwin Booth**, by Eleanor Ruggles; W. W. Norton and Company.

A welcome addition to theatre literature has been published in the form of a first-rate biography of the late American actor, Edwin Booth.

Booth was the son of Junius Booth and his second wife, Mary. During his early years, Edwin served as a sort of watchdog for his actor father. Old Junius liked his liquor and, in addition, had occasional mental lapses. So Edwin toured the country with his father, trying to keep him out of any difficulties.

Inevitably, Edwin—who had learned a good bit about theatre in his travels—got a chance to try his own

acting wings on stage. As he appeared again and again, he increased his stature, slowly becoming an artist of the first rank—with no help from father Junius, who wanted his son to come up under his own power.

Edwin Booth succeeded his father as America's leading actor, far outshining maturer men of another school, far outshining his stage-bound brothers — Junius, the eldest, and John Wilkes, assassinator of President Lincoln.

Sailors who like biographical material and confirmed theatre-goers will like this well-paced, informative book. It's illustrated, too.

★ ★ ★

• **Captain Adam**, by Donald Barr Chidsey; Crown Publishers, Inc.

Here's a swashbuckling yarn about a seafaring man named Adam Long. Adam, a former indentured servant, is elected captain of a ship he helped build — *Goodwill to Men*.

On the eve of sailing, however, the owners vote again and Adam loses his command. But Adam, rumored to be the son of an English nobleman, is a strong-willed individual. He dashes to his ship and gets her out to sea before anyone can stop him.

Thus begins a series of adventures which take Adam to Jamaica, a pirate's stronghold, London and other farflung destinations. You'll meet lots of interesting people as you travel with Adam on land and sea. For example, there are Deborah, Maisie de Lynn Treadway-Paul, Van Bramm, the pirate, and Resolved Forbes.

This is a fast-moving novel with plenty of excitement.

★ ★ ★

• **March or Die**, by Howard Swiggett; G. P. Putnam's Sons.

Most books about the French Foreign Legion fall into two categories—those which detail incredible examples of FFL valor and those which "expose" the brutality to which the Legionnaires are supposedly subjected. This volume is different.

With an opening chapter on the "men of the Legion" and a closing chapter on the "Legion today," the book contains a chronological recapitulation of the engagements, the exploits which make up Foreign Legion

history — from its founding by King Louis-Philippe on 10 March 1831 to its fighting in Indo-China today.

According to Swiggett, there is no "typical" Legionnaire. They usually are in one of three general classifications, however—political refugees, petty criminals who can be rehabilitated, or men disappointed in "domestic or sentimental" affairs.

It's a safe bet you'll not rush out to join the Foreign Legion when your Navy time runs out, but it's an equally safe bet you'll get a bang out of this story.

★ ★ ★

• **One of Us is Wrong**, by Henry McLemore; Henry Holt and Company.

For a number of years, Henry McLemore's newspaper columns and articles have been printed far and wide. Now, he's written a book.

You soon find out how he became a sandwich maker in a New York eatery. You learn he has a soft spot for animal features. You read about his difficulties with an octogenarian telegrapher. You travel with McLemore as he enters the Army. In short, you chuckle at McLemore's escapades at home and abroad, from cover to cover. If quick wit and a clever turn of the phrase are what you want, this book is for you.

★ ★ ★

• **Team Bells Woke Me**, by H. L. Davis; William Morrow and Company.

Here is an unusual collection of short stories dealing with people in Oregon around the turn of the last century.

The yarns center around homesteaders, sheepmen who have trouble finding pasture-land, boys who have aged beyond their years, men who stick with the land or their job — though they apparently hate either or both. The story from which the volume takes its title concerns an 11-year-old's memories of freighters and their bell-festooned teams, of Indian graves, horsebreaking, and towns "invaded" by railroads.

All of the stories are well-written, with an air of authenticity. If you like stories of folksy, strong-willed, essentially simple people, with the smell of the farm, the feeling of small town and rural life, you'll enjoy this collection of stories, which were written over a span of about a dozen years.

## SONGS OF THE SEA



KEN DUGGAN-

### The Bo's'n

"'Tis a hundred years," said the Bo's'n bold,  
"Since I was a boy at sea;  
"'Tis a hundred years so I've been told,  
"And that's the truth," said he.  
"We'd sail'd one day from Milford bay,  
"The North Pole far to see,  
"And we found it too without much ado,  
"And that's the truth," said he.  
"And we found it too without much ado,  
"And that's the truth," said he.

—Old Sea Chanty

# TIN CAN NAVY DUTY: 1918



## Shepherds of the Sea — World War I

A young ensign, newly advanced from enlisted status, stands his first deck watches on a plunging, wave-cutting destroyer of World War I. All the flavor of "routine" tin can duty is found in this account taken from the pages of "Brittany Patrol" by H. Wickcliffe Rose.

*It was twilight for the German submarines. The U-boats had raised havoc with Allied shipping for three long years, but now the tide was turning. Convoys were better guarded, crews were better trained and the U-boats accordingly were getting less audacious. Destroyers played an important role in helping to change the tide.*

*To protect the vulnerable, plodding convoys as they made their way toward the coast of France was the mission of the Brittany Patrol, an anti-submarine force made up of U. S. destroyers and converted yachts that operated under French orders and often in company with French ships.*

*In a year and a half of operation, the patrol had made its record. In October 1917, a typical "bad" month, German subs had sunk 24 allied ships right under the nose of the newly organized patrol. But by the month of March 1918, things had improved to the point where not a single loss was inflicted by the stalking U-boats.*

*Typical of the rough-riding ships of the Brittany Patrol*

*was the destroyer Wadsworth, a World War I four-stacker, a type whose silhouette is even yet familiar to old Navy hands. This is an account of two of her routine convoy operations as set down by H. Wickcliffe Rose, then a 21-year-old ensign just up from the enlisted ranks. Rose had made his commission shortly before in a fleet examination, joining the tin-can Navy after a year on the converted yacht Emeline.*

*How much has destroyer duty changed through the years? Rose gives his observations here of the DD of 35 years ago.*

ON October 1st [1918] the *Wadsworth* got under way with the *Sigourney*, *Winslow*, *Porter*, *Little*, *Benham*, *Smith* and *Connor* to escort convoy O.R. 92, the *Finland*, *Aeolus* (N.D.L. *Grosser Kurfurst*), *Ohioan*

---

From *Brittany Patrol, The Story of the Suicide Fleet* by H. Wickcliffe Rose, published by W. W. Norton and Co. with copyright date 1937. Reprinted by permission of the copyright owners.



## TIN CAN NAVY DUTY: 1918

(American Hawaiian S.S. Co.), and *Kurst*. The destroyers slipped their moorings and glided silently out to the transports, which also got under way with no commotion and stood out through the "Goulet" [entrance to Brest harbor, France].

I was impressed at once with the precision and ease with which the *Wadsworth's* crew handled the boats, lines, and fenders when we started out. Only a few orders were given, and those in a low tone. The transports were handled in an equally orderly manner, which was a contrast to the amount of tooting and signaling necessary to start a freight convoy and to keep it in order.

The speed of the convoy was another contrast, and as I stood J.O.D. watch and took fixes on the familiar landmarks, Mengam, Minou, and Mathieu, they slipped by almost as fast as I could take bearings. At 16 knots standard speed for the convoy we were making twice that of the coastal vessels.

When we reached blue water the transports formed in line abreast at intervals of a thousand yards and the destroyers surrounded them at the same distance. Lieutenant Sease was O.D., and I had to stand junior watches until I learned the system and became familiar with the many things about a destroyer which were entirely new to me. He was Engineer Officer, but on these busy vessels even he had to stand a deck watch. He held a paper on which was written the irregular changes of course in Zigzag Plan 15. The *Wadsworth* was making 20 knots and patrolling back and forth on the course held for the moment by the transports. I watched Sease for an hour as he ordered the ship around on a new course every few minutes. Then he handed me the paper.

"Here, you take it for a while and get the feel of the ship," he said.

I was bewildered for a moment. It seemed as though we had floated along in a dream on the yachts. The dashing activity of the destroyers reminded me of a fox terrier playing with a rubber ball. The *Kurst* was several hundred yards abeam, and Sease had just straightened out the destroyer parallel to her. I looked at the zigzag clock. The transports had a minute yet on that course. I ordered the ship to a course 10 degrees right, but hardly had she reached the new heading when the *Kurst* started swinging toward me.

Never had a minute gone by so quickly. At a combined speed of thirty-six knots we were approaching each other at a startling rate. I saw that we could not swing left in the usual way, and I rang for full speed on the starboard engine with the rudder hard over. The *Wadsworth*

wheeled around rapidly, and I sighed with relief when I saw her running away from the transport.

"Takes a little time to get used to it," remarked Sease. "Don't turn toward them when they are about due to turn out. There's smoke from that third boiler. Signal the fireroom."

I found that besides keeping in position in this exciting game of tag, I had to keep the firemen posted on whether there was too much air or oil in the mixture, to attend to all signals that were exchanged, to keep the ship's speed exact in terms of approximately 300 r.p.m., and to be aware of all that went on in the convoy as well as on our own ship. With a battery of voice tubes along the rail, a device for releasing depth charges, engine room telegraphs, torpedo and fire controls, and fireroom signals, there was plenty to occupy the attention of the O.D. With practice, however, all these individual gadgets blended together and operated as a whole, and I found the duty less of a strain each time I took the deck.

At supper we took seats on either side of the wardroom and ate from plates in our laps. The weather was not bad, but the destroyer lurched about even in the moderate seaway to such an extent that tables and dishes were out of the question. Captain C. C. Slayton came down from the chart house. He wore an old sweater and sea-boots and was a seagoing destroyer skipper. Officers on these vessels dressed for rough service rather than for regulations and appearance.

"Captain, I'm worried about that starboard turbine," said Sease. "She's down to seven clearance now and shows no signs of holding it. We're doing our best with it, but if she goes — good night!"

He referred to the clearance between the rotating and stationary blades of the high pressure turbine, which now was seven thousandths of an inch. It was a fearfully small space to separate the ship from a disastrous accident.

"Well, stick at it, Sease," replied the Captain. "We can't turn back now. The ship must run or bust these days. It's no service for a lady's wrist watch. Let me know if it gets down to four."

Sease fairly gobbled his meal and hurried below to nurse the temperamental turbine.

What a man, I thought, to go through a watch such as we had just had on the bridge with the responsibility of the engine besides!

Lieutenant Earle, our Executive Officer, turned to me. "You are to have charge of radio and signals," he said as he worked at a large beef sandwich, "and I want you to work up a system of training for the signal boys, quartermasters, and radio men. Come in my cabin and I'll show you the idea."

I followed him to his cabin forward of the wardroom.

USS WADSWORTH is shown laying a smoke screen to protect convoy. This photo was taken on board USS Whipple.



There he showed me the outline of the educational system which had done much toward winning for the *Wadsworth* her reputation in the force. "They don't ask for trained men on that ship," I had been told some months previously. "They ask the Base to send them the greenest boys in the fleet, and they come off the *Wadsworth* trained and ready to man new ships."

Nucleus crews were being formed of men who had been in this service and were being sent back to the States to take over new destroyers which were building as fast as possible.

When I turned in that night I found that the Filipino attendant had altered the bunk considerably. The springs stood on edge against the bulkhead and the mattress lay on the bunk bottom. This arrangement narrowed the bunk and lowered the occupant below the edges, so that he could brace himself and sleep without danger of being thrown out.

Next day, October 2nd, the convoy was well out at sea, and I found it rather novel to be out of sight of land. I had not realized till then that since the Wolf Rock trips we had been always near land on the coastal convoys. Now, only the cloudy gray sky and the slate gray Atlantic met the eye, a vast sweep of salt water flecked with tumbling whitecaps. The destroyer split the waves without hesitation, but she quivered with the shock each time she came through and struck the next one. She developed motions that seemed to involve the fourth dimension and fairly reveled as she bounded and rolled through the waves like a sportive porpoise.

During the afternoon the *Kurst* left the convoy and headed for Lisbon. She had nearly disappeared beyond the horizon, when we received an "Allo" [a radio warning] which indicated the presence of a submarine on her course. The Captain of the *Sigourney*, Chief of the Escort, ordered the *Wadsworth* to overtake and protect the *Kurst*.

"What speed can you get?" Captain Slayton asked Sease through the engine room voice tube.

"The clearance is down to five on that turbine," came the reply, "but we'll give her all you say."

"Full steam on two boilers and open wide," ordered the Captain. A roll of transparent, quivering heat lay back from the stacks at eye level from where we stood on the bridge, and the stern sank lower into the sloping wake as the screws gathered speed and dug in. Two graceful waves curved out and fell away from the bows like the leaves of a lily, and the *Wadsworth*, under steam from two of her four boilers, sped after the distant transport at 26 knots.

Within an hour we overtook the *Kurst* and reduced speed to patrol about her. We continued with her until after dark, meanwhile passing a large homeward-bound convoy escorted by the yachts *May* and *Aphrodite* from the Bordeaux group. After dark, Earle shaped the *Wadsworth's* course to overtake our own group, but we did not hold it long.

At midnight calls from the two yachts told that their convoy had been attacked. The starboard turbine had now rectified itself in some mysterious but unquestioned manner, and the Captain rang up 27 knots on four boilers. The destroyer dashed through the darkness with a fresh burst of speed, but when the location was reached there were no ships to be found. Black clouds hung low in a solid blanket, and we could not see far, but probably they



OIL SLICK coats water after destroyer's depth charge found its target. DD searches for other evidence of kill.

had gone ahead without any damage having been done.

Earle was up all night navigating these many sudden dashes. In the small hours of the morning he plotted a course for the rendezvous where our destroyers, after dropping the homeward-bound transports, were scheduled to meet another group on its way east. I went on watch at eight o'clock that morning, and at nine we sighted a misty smudge, a mere brush stroke on the horizon. The glasses revealed three transports almost blending into the blue-gray of the horizon, and around them were several specks on the sea; the destroyers had already located them. Within a few minutes we joined Group 68, the *Great Northern*, *Northern Pacific*, and *La France*, carrying 9930 troops.

Although our latitude at the time of contact was about that of La Rochelle, the base course of the convoy was southerly. That direction was taken in order to circumnavigate the maximum cruising radius of the submarine which had been reported the night before. Such a course carried the transports over a hundred miles out of the way, but there was no reason for taking a chance in this case, even to save valuable time.

At noon, October 4th, the ships steamed into the harbor and anchored. The *Wadsworth* moored alongside the tanker *Los Angeles* for oil, and I had my first opportunity to observe the ease with which the ship was fueled. A large hose was brought over the side and inserted through a small hatch on the main deck. We then all went in to lunch, and when we had finished, the operation was over. I thought of the many days with shovels and baskets in coal barges alongside the *Emeline*, and the hours getting the ship clean afterwards. Lines were cast off, and the *Wadsworth* joined a group of destroyers at a buoy within the bay.

The Captain returned from the Base with news. The *Wadsworth* had been chosen, because of her superior cruising radius, to perform the complete escort trip between Brest and New York. Activity of the new large trans-Atlantic submarines called for more escorts on the entire crossing. That would be a service to test the endurance and nerves of the hardest "torpedo-boat" [destroyer] men afloat. For several days we expected momentarily to be ordered out on the long trip, but the continuous success of our armies at the front suggested that a crisis might come at any time, and it was decided to keep as many destroyers as possible in the Eastern At-





**SAILOR** adjusts timing mechanism on depth bomb just before firing. Accuracy accounted for many enemy subs.

lantic. Ever since the battle of Jutland naval men had been expecting and hoping to see the German fleet sortie again from its seclusion at Kiel.

"And if they do come out," Captain Slayton remarked one day, "believe me, we want to be in on it."

When the *Wadsworth* next put to sea with a convoy, some kind fate which guards sailors gave me an attack of flu and prevented my sailing with her. I had the deck at four o'clock on the morning that she left, but I had been awake all night, and when the Captain looked me over he transferred me to the sick bay of the *Bridgeport*. I was disappointed, but too weak to protest. While the destroyer was slipping out of the harbor in the faint light of dawn, I climbed into the bunk of a cabin aboard the mother ship.

As I did I noticed a strong smell of iodoform and asked the pharmacist's mate about it.

"Oh, don't mind that," he said reassuringly, "A fellow just died in that bunk, so of course we wanted to spruce it up a bit for you." Fortunately I dropped off to sleep before I had time to ponder on the thought.

When the *Wadsworth* returned on October 8th, my spell of flu had gone, and I returned aboard. There I found that the *McDougal* had rammed the *Wadsworth* while she was fueling from the *Standard Arrow*, and my cabin had been scooped out of her bow as neatly as a bite from an apple. When I stood on the remains of the cabin deck and gazed out through the open side of the ship my emotions were not those of disappointment over having missed the trip. Seven frames had been ripped out, and the crumpled sheets of half-inch steel made me realize how precariously thin was the skin of a destroyer.

The *Wadsworth* now took her turn of doctoring from the *Bridgeport*. She moored alongside the repair ship and for several days and nights there was clanging and riveting of steel, until the damaged hull was repaired and the cabin was restored.

On October 16th repairs were completed, and we sailed with the *Connor*, Chief of Escort, *McDougal*, *Nicholson*, *Burrows*, *Warrington*, *Wainwright*, *Jarvis*, and *Ericsson*, escorting homeward-bound convoy O.R. 100 of six transports, the *De Kalb*, *Great Northern* (the fastest transport on the Brest service), *George Washington*, *Sibony*, *Orizaba*, and *Patria*. We ran into real weather outside, and the destroyers began their brutal bucking.

Ensign Chuck Hunt went on watch in leather destroyer boots and sheepskin coat, with his seagoing cap, minus

a grommet, pulled well down. The ship's bell clanged now and then, and since it hung so that it could swing only with the length of the ship, the ringing registered quite a pitch. On a few occasions the ship seemed to lie down on her side, and the clinometer marked a roll of 60°.

"I had to swallow three times to get down that last sip of coffee," said Ray Thurber at supper that night. He was standing with one leg and an arm around a stanchion in the wardroom.

"If they insist on keeping up this speed against a head sea," remarked the Captain, "we are going to have some more cracked frames to repair when we get back."

I went on watch at eight o'clock that evening. Shrouded in a slicker and sou'wester I drew aside the green curtain that screened the dim light of the wardroom and passed down the companionway to the dark world outside. So dark was it that I groped blindly up the ladder to the chart house deck and thence up to the bridge. Waves sloshed over the forecastle at every roll, and spray dashed through above the windbreaks and drenched the bridge. To right and left the steersman whirled the wheel trying to steady her, but the destroyer pranced from side to side like a fiery steed on her headlong course. After twenty minutes of staring into the darkness I finally made out the black form of the *Great Northern*, and I was then able to relieve the deck. The zigzag had been discontinued at dark, and now it was a matter of keeping position on a straight course.

Just before dawn, when the horizon was barely visible, the O.D. reported to Earle that a star was out. The Navigator reached the bridge in an instant, carrying his sextant. In the brief moment that the star shone through a rift in the blanket of clouds he braced himself for the extreme motion of the ship and, in spite of the roll, shot the altitude and azimuth of the star. A few minutes later he had a line of position drawn on the chart, which aided in calculating the 8 A.M. position.

That night, at six bells of the first watch, we dropped the convoy at a point approximately 500 miles west of Bordeaux. By daylight they would be well on their way toward the States and out of the danger zone. The nine destroyers formed in two columns of divisions and continued west toward the rendezvous, but when they reached the designated location next morning the eastbound convoy was not in sight. At 11:45 A.M. the Chief of Escort ordered the destroyers to form in scouting line at five-mile intervals. The order was beautifully executed, and when the vessels had reached their positions in line they were spread over 40 miles. We could see only the ship next in line on either beam. In this formation we swept the ocean at 19 knots.

In less than an hour, at 12.37 P.M., one of them signaled "Contact" by wireless, and the others immediately began converging toward her at full speed! The soldiers on the transports were invariably thrilled by the sight of the destroyers racing in toward them. Within 23 minutes the *Wadsworth* reached the convoy Group 72, composed of the *Tenadores*, *Euripides*, *Kroonland*, *Susquehanna* (N.D.L. Rhein), *America* (Italian), and *Casertes*, and took her allotted position on the starboard flank. The Cruiser *Seattle* turned back at that point after an exchange of greetings, but the *Murray*, a new flush-deck destroyer, continued on with us to Brest, where she joined the force.

All went according to routine until the following morn-



ing, when a submarine suddenly appeared near the convoy. There had been no warning whatever that the enemy was in the vicinity, and when the *McDougal* sprang into action it was a surprise to the entire convoy. The *Wadsworth* had been reassigned a position on the port bow and was patrolling there at 6.44 A.M., when the *McDougal*, on the opposite side, fired a green star and dashed out to starboard. Her lookouts had sighted a submarine no more than 500 yards away, where it was almost in position for a torpedo attack. The destroyer ran over the spot in a wide circle, dropping depth charges as she went, followed close astern by the *Murray*. The base course of the convoy was changed from 114° to 90° true, and reserve speed was ordered. The two destroyers were left rapidly astern, and every crew stood at battle quarters ready to resist an attack.

An hour later the *Nicholson* sighted a suspicious object, which might have been a periscope trailing the convoy. She dropped back and let go two bombs, with no apparent effect. The *Murray* and *McDougal*, then overtook us, after having launched a bombardment that, even at a distance of several miles, rang the hull of our ship like a hammer blow with each explosion.

During the afternoon a radio message advised that a submarine was active on our course ahead. After changing the course of the convoy again, the Chief of Escort stationed the *Warrington* at 10 miles to port and the *Wainwright* at the same distance on the starboard beam. Hardly

had the *Wainwright* reached her position when her O.D. sounded General Quarters for what appeared to be a submarine on the surface. It proved to be a derelict, however, and the vessel continued. Half an hour later a skiff was sighted and the destroyer soon picked up seven survivors of the Portuguese schooner *Aida*, which had been torpedoed at noon by the U-60.

I had the first dog watch that afternoon, and soon after I took over the deck the *Kroonland* opened fire at an object in the water ahead of her. She dropped a shot alongside the *Connor*, the leading vessel, and nearly struck her. I sounded the general alarm and ordered the rudder over to run that way, but before all hands reached the topside the *Kroonland* hoisted the false alarm signal. The *Connor* wheeled about and dashed down the center of the convoy to investigate, but she soon returned to position.

At noon on Sunday, October 20th, the convoy made a landfall, and the ships were formed in column. At 12.40 we sighted the lighthouse yacht off Ar Men, and I wondered whether she might be the *Emeline*. At 4.12 P.M. the *Wadsworth* left the transports anchored in the outer harbor and moored alongside the *Benham* in the bay. The *Connor* followed and moored on our opposite side. No. 3 boiler was kept on for auxiliary purposes, the O.D. finished writing the log.

All lines were secured, and the liberty party shoved off for the beach.

CREW MEMBERS on board USS *Allen* relax at Queenstown, Ireland. Note depth charges on racks in background.





# TAFFRAIL TALK

THE latest additions to the ALL HANDS staff are Jack Wing, DM2, USN, who joins the art department and Rudy Garcia, JO1, USN, who takes over as staff writer.

Both have backgrounds in Navy journalism. Wing ambled into the office fresh from "The Amphibian," newspaper for the Pacific Fleet Amphibious Force. Although he has had no formal art training, Wing has picked up enough artistic know-how to make himself well-known as an illustrator and cartoonist around the Fleet. An eight-year man in the Navy, he comes from Cadillac,



Mich, and claims he gets much of his inspiration from his wife and three children.

Garcia was "on patrol" before he came to ALL HANDS—"The Patrol," station paper for the Sub Base at Pearl Harbor, that is. Before drawing duty in the islands, Garcia did sports for another station paper, "The Gosport" at NAS Pensacola, Fla. Rudy calls El Paso, Texas, home. He's married and the father of two wee ones.

\* \* \*

Here are a couple of items that provide food for thought:

- Out at Moffett Field near San Francisco there is no fear of what would happen if the galley range broke down. Last time it did, Moffettmen enjoyed the experience. When all four of the station's boilers had to be shut down at the same time for repairs, no steam was available for the big galley vats. But the boys didn't do badly. All they had for dinner was steak sandwiches (fried on the gas grill), assorted relishes, cool beverages and pie. Not bad for an emergency "cold plate."

- Modern design is sticking its finger in the pie at the Bainbridge Naval Training Center. A new stainless steel serving line, the first of its kind in the Navy, has completed a test period with flying colors.

Featuring a thermostatically controlled grill, the line will be able, when permanently installed, to prepare steaks, chops, hamburgers, hot cakes and eggs almost to order. It received wide acclaim from the neophyte bluejackets during its trial run.

In addition, an ultra modern 100-gallon coffee maker, food heating units, cooling and refrigerating compartments and a powerful exhaust system makes the new serving line the safest adaptation yet of the cafeteria technique.

The coffee maker, incidentally, can brew up no less than 1600 cups of jamoke at a time.

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

- AT RIGHT: Sailors hustle around the starboard crane of destroyer tender USS Yosemite (AD 19) as they give the ship a new, grey coat. Based in Newport, R.I., Yosemite is flagship for ComDesLant.





# YOUR PROTECTION



know how to do your job  
efficiently and **SAFELY**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

359 65 NAVPERS-O  
A416

JULY 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1953

Navpers-O

NUMBER 437

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN

The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN

Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Jingle Boats Need Plenty of Pudding.....	2
The Word .....	6
Navymen's Formula for a Happy Ship.....	8
NOL — Where the Arctic and Equator Meet.....	12
Centennial of Perry's Naval Expedition to Japan .....	16
Training in Ship-Handling for Reserves.....	18
They Answer the Call of the Queen Flag.....	22
Waves Celebrate 11th Year on Navy Team ...	25
Letters to the Editor .....	26
Special Feature	
Specialty Marks of Enlisted Naval Personnel....	32
Enlisted Rating Structure.....	34
Today's Navy .....	36
Bulletin Board .....	44
Legislative Round-Up .....	46
Latest Shore Duty Eligibility List.....	49
Report on Navy Housing Conditions in Great Lakes Area .....	52
Directives in Brief.....	54
Decorations and Citations .....	56
Book Reviews .....	58
Book Supplement — Adrift in an Open Boat.....	59

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdell, Reserve

• FRONT COVER: General Quarters is sounded by Jerry D. Lauchner, SN, USN, as USS *Bremerton* (CA 130) moves in on enemy targets in Wonsan, Korea, as part of Task Force 77.

• AT LEFT: Deep plunge in high seas all but submerges main deck of USS *DeHaven* (DD 727) as vessel refuels from USS *Oriskany* (CVA 34) in the Sea of Japan.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 18, 19, 20 (top left and lower left) and 21 (top left), by Robert Yingling, SN, USNR. Photos on pages 3 (lower right), 4, and 5 (lower right) by John R. Gregar, AF3, USN. Photos on pp. 22-24 by U.S. Public Health Service.





NAVY TUG, YTB 222, helps nose USS Midway (CVA 41) into pier after return of flattop from Mediterranean cruise.

## Jingle Boats Need Plenty of Pudding

IT was sunrise in Norfolk and YTB 390 — the large harbor tug *Ganadoga* — was off for another day's work.

By 1200 she had moved three craft — an open lighter, a covered lighter and a dredge — from one section of the Naval Base to another and had towed a powerless LSM upstream to the Naval Shipyard at Portsmouth.

By 1600 she had moved in to help two destroyers fight wind and current to shift from one pier to another. It was not until after sunset that she finally knocked off — after wrapping up the day's biggest job. This one involved — with the help of five other YTBs — the pierside berthing of the 65,000-ton carrier *Midway*.

It was a typical day in the tug Navy. Some days are busier; others less so.

More than two dozen harbor tugs operate in the Norfolk area — YTB 390 and her sister tugs form one of the largest tug concentrations in the world.

Harbor tugs are used on a large scale in certain other major installations, Pearl Harbor, San Diego, Mare Island and Green Cove Springs, Fla.

You'll see them at numerous State-side and overseas Naval stations and Naval operating bases, at ammunition depots, net depots, amphibious bases, Naval shipyards and even at a few sea-fronting Naval air stations. In brief, tugs are deployed to all points served by the Navy.

Without tugs the much larger combatant ships and auxiliary vessels entering or leaving port or merely shifting berths would find it pretty tough going. Waterfront shore activities would be slowed down to a walk without the plucky little workhorses to keep the barges moving.

The jobs performed by harbor tugs fall into three major categories:

- Run-of-the-mill towing — taking non-self-propelled service craft around the harbor or on extended tows to, say, an up-river port.
- Assisting the big ships in berthing and unberthing.
- Moving "dead ships" about the harbor area. (A "dead ship" is one whose propulsion plant is shut down.)

Jobs like these call for top-drawer seamanship. A tug deckhand who fails to secure a line snugly to a bitt

can cause a barge under tow to go adrift. Worse yet, a slipping line might cause a fast-swinging ship to crash into a pier.

"Tugboating," as the trade is called, calls for teamwork too. The new deckhand will see this in his first days aboard as his tug, for example, gangs up with others to push, pull and otherwise cajole a balky battleship into drydock. Later he may see teamwork when the base's tugs, acting as fireboats, play their streams of water on a burning ship or dock-side installation.

Within the tug itself you see teamwork as a matter of each crewman doing his job — and more — when matters get pressing. When an alongside tow of several cumbersome lighters is being made up, for instance, chances are a couple of the engineers and maybe even the lone cook are heaving around topside for there is only one watch section on a tug.

Few ships top the tug when it comes to variety in jobs performed. Take a bearing on the number of tasks tackled at one location. Here are extracts from the log kept at the

"Tugmaster's Office," in a busy Navy port.

- Towed an open lighter loaded with empty shell cases to an ordnance plant, a 20-hour run of 186 miles.

- Assisted in getting underway an attack transport which was the in-board of three APAs moored alongside the pier. This involved slipping her out from between the outboard APAs and the pier.

- Towed a non-self-propelled water barge (YWN) from the waterfront area to a gate vessel moored at the harbor entrance.

- Assisted an incoming destroyer tender to her pierside berth.

The last one sounds easy, doesn't it? Actually there was more to it than would appear—as Carl H. Bailey, BM1, USN, can tell you. Bailey is boat captain of YTB 390, the tug which took bow position on this job.

YTB 390 had delivered a floating pile driver to the southern section of the base when Bailey received word, via the radio-telephone speaker in the pilot house to help berth a destroyer tender coming in from sea. The order had come from the tugmaster's office on Pier Seven. Here is kept a detailed listing of all tug and service craft moves. Other communications facilities are also located here for maintaining contact with incoming ships and base security officials. Radio-telephone, or, R/T communication, incidentally, is also used between boat captains and docking pilots of large carriers when pilots are unable to see the tugs.

Proceeding at a standard speed of 10 knots, YTB 390 took course for a position to the north where Bailey figured to intercept the tender. He arrived alongside just in time to see the pilot climb aboard from a sister tug, YTB 222. Known locally as "The Deuces," the 222 was to pair off with 390 in assisting the tender to its berth.

The destroyer tender was moving handily toward the pier while the two tugs steamed in step a few yards abeam to port. When the big ship was in position off the pierhead, the pilot ordered 390 to take position on the port bow. With her lines over, she would push and pull as necessary. After the YTB was in position, the pilot ordered *The Deuces* to come in and take position on the port quarter.

During these earlier stages of the berthing operation a brisk breeze had been blowing from the direction of



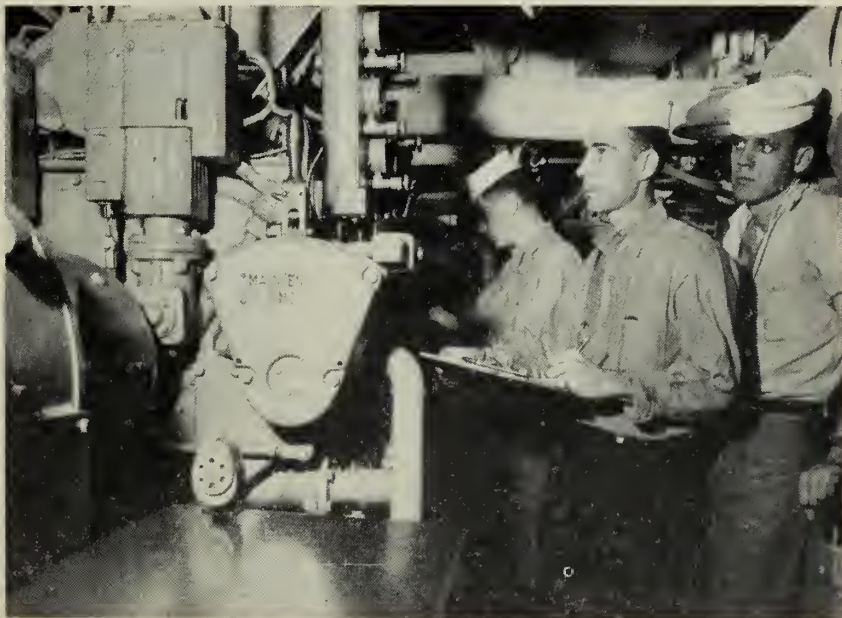
READY for another mission, men relax on board YTB 391. Note bow fender or 'pudding' and the array of rope fenders lining sides of the harbor tug.

the pier and the destroyer tender was using her engines and rudder to counteract it. Just as *The Deuces* was about to pass her lines to the tender the breeze stopped blowing. To avoid ramming the pier, the tender reversed her engines and began backing down. *The Deuces* was caught in the backwash and spun off to the side, losing valuable seconds.

While this was taking place aft, the tender's bow was rapidly swinging to the right, toward the pier.

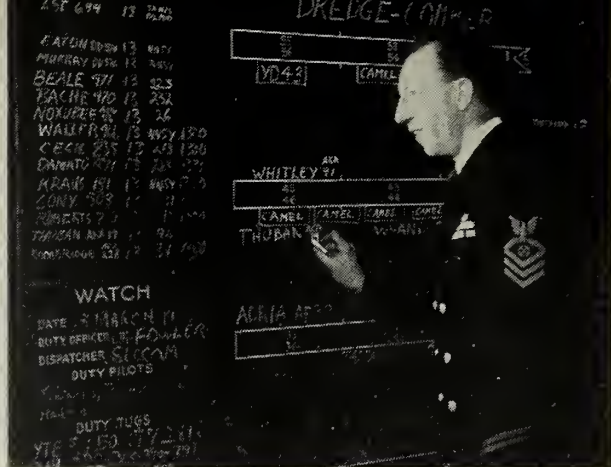
Signaling to his bow deckhand to take an extra turn around the kingpost with the bow line, Bailey threw the tug's engines into back full. The backing down action, transferred to the tender by the bow line, slowed the tender's swing and then brought it to a stop.

The strain on the 'tween-ship bow line caused it to tauten like a fiddle string and proved that the precautionary turn around the kingpost had not been laid on just for drill. A hitch



'CHIEF ENGINEER' M. E. Futrelle, EN1, USN (center), checks engine readings. L. H. Lemen, EN3, (left), wipes down as J. W. Delawder, EN, looks on.





DISPATCHER W. D. Laswell, BMC, USN, passes word (left). Berthing schedule is manned by C. P. Slocum, BMC, USN.

that slips can be the weak link in an operation.

The tender had its end of the line made fast to stout steel bitts. The tug's kingpost itself is a sturdy steel deck fitting. The line was two-inch thick, spring-lay, steel-and-fiber rope that could take up to 60 tons of strain. With all lines thus secured, the tug could safely apply the full force of its 820 horsepower drive.

Finally straightened out and settled down, the tender took lines from *The Deuces* which had by now recovered from its spin. Both tugs then put their bows against the tender and gently nudged it alongside.

Mission completed.

The two boat captains took their tugs back to their standby berth at the head of Pier Seven to check in at the tugmaster's office for another as-

signment. Nothing much was said about the tricky tender job — it was all in a day's work.

The 390's gambit with the tender demonstrates the advantage enjoyed by the newer-type tugs over their older sisters in quick-stopping and reversing situations. Credit for fast, smooth maneuverability goes to the *electric controller* located in the pilot house next to the ship's wheel.

Not only can the newer tugs be switched from ahead full to back full directly from the pilot house, but changes in direction and speed can be made either rapidly or in gradual increments — as suits the boat captain's needs.

Speed and direction changes can be controlled only from the engine-room on older tugs. Orders for these changes come from the pilot house

through a bell-pull system. Hence the popular designation "jingle boat" for the older type harbor tug. Not so well equipped as the newer boats for ship docking and other quick-change work, the jingle boats are still tops for straight hauls, especially out-of-the-harbor tows.

Tugs are not the fastest vessels in the world, but they are well up there when it comes to pairing off "pulling" horsepower with size. As tugs they carry a "power screw" rather than a "speed screw." In line with this they have a low-gear drive, meaning a relatively slow spinning propeller shaft that is called for by a power screw. Another reason is their stubby hull shape which results from their beam being equal to a quarter of their length.

The tugs shown here are steel-hulled YTBs (large harbor tugs). Formerly they were called "yard tugs, big." A standard YTB displaces 345 tons, has a 100-foot length and a 25-foot beam. The older wooden-hulled, wooden-superstructure YTBs are somewhat larger, displacing 500 tons at full load and developing up to 1270 shaft horsepower. They have a 13-foot draft; the newer YTBs, a 10-foot draft.

It is this ample draft that gives harbor tugs their squat look in the water. The deep draft enables the propeller to dig in and "take a good bite." This digging in combined with the power screw and low-g geared horsepower enables the tug to "walk away" with a tow several times its size.

About a third of the Navy's active duty harbor tugs are YTLs (small harbor tugs). A smaller version of the YTB, a YTL performs relatively less strenuous duties — which is not



TUG CREWMEN enjoy noon meal in the galley-mess compartment of YTB 390 as Edgar F. Douglas, CSG1, serves roast beef, mashed potatoes and salad.



to say that the crew doesn't work just as hard as the YTB crew. The larger YTLs have a 240 horsepower Diesel drive in their 80-ton steel hulls. They have a 66-foot length and a 17-foot beam.

The fact that tugs have no reputation as speed boats is illustrated by the saying: "From head-on, a tug underway looks like a pile of brush floating downstream." The outsize bow fender or "pudding" plus the array of rope fenders and an occasional rubber tire slung over the sides serve a most useful purpose. The side fenders save the tug from having holes punched in its sides by along-side tows and ease any blows received during close-in work.

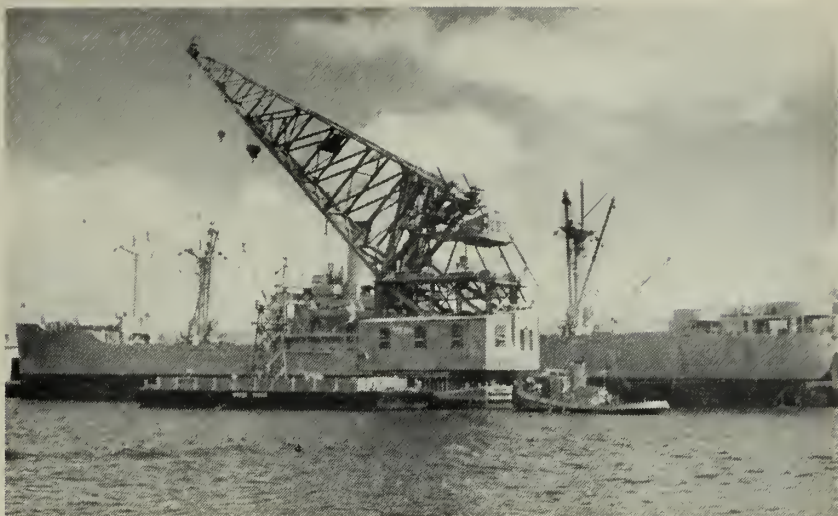
A double role is performed by the pudding. It "spreads out" the point of impact when the tug nudges its stem against the sides of a larger ship and starts shoving. Also, the rope fiber against steel is less likely to slip than say, steel, against steel. With its pudding the tug can take various angles against the ship for pushing. With a bare metal stem it couldn't vary much from a right angle push.

If the average YTB is a bit cluttered-looking topside, it is as ship-shape and tidy as any in the Navy within. This holds true for the pilot house, galley, the living spaces and the smooth-running engineering plant.

The boat captain has his own stateroom on the starboard side of the main deck forward while the chief engineer has his opposite on the port side. The eight other crewmen berth in a roomy compartment below decks forward. Messing is done family style. The commissary steward carries the food across to the table from his pocket-sized galley located in the same main-deck compartment.

Most YTBs are equipped for fire fighting too, carrying one or two fire-fighting pumps and monitors. These long-nozzle, one-man-controlled monitors can be trained in any direction and can throw out 2000 gallons of water per minute.

It is the usual practice at larger naval installations to rotate the fire-fighting tugs on a "duty tug" or "night duty" status. The duty tugs stand by after the others have secured from the day's work — usually about sunset. Duty tugs have variety in their work too: chasing down and securing drifting barges which might have broken loose from their moorings;



NAVY SMALL harbor tug (YTL), a smaller version of the YTB, stands by a large floating derrick — YD 121 — which is moored alongside MSTs vessel in port.

searching for men lost overboard from liberty boats or ships in the stream; extinguishing brush fires at isolated sections of the base.

This last job shows why fire fighters are assigned night duty. It might appear, because of the night duty assignment, that the heavy end of the over-all work load is carried by the fire-fighting tugs. As it happens, however, the tugboating work load is fairly evenly spread out because the non-firefighters are usually the ones selected for the long haul, over-night tow jobs.

Like most other self-propelled service craft — the classification to which it belongs — the harbor tug is usually

on the move the greater part of each day, seven days a week. This, of course, fits in with the pattern of a Navy that is on the move around the clock.

For most larger vessels, operations tend to run "hot and cold," the active periods alternating with less active in-port periods. Tugboating operations, on the other hand, move along at a more-or-less steady pace — the Navy's couple hundred tugs constantly making the many thousand moves required by daily "harbor housekeeping" and ship handling duties. As harbor tug sailors say: "Every day is moving day in the tug Navy." —William J. Miller, QMC, USN.



CREWMEN D. Carnevale, BMSN, and W. E. Rose, BMSN, USN (right), work bow line of YTB 390. The hardworking tug is moving USS Bache, (DDE 470).



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **LENDING I.D. CARDS**—It has come to the attention of the Chief of Naval Personnel that a practice exists of giving or lending Armed Forces Identification Cards to civilian or naval recreational activities as security or collateral for the return of property, particularly athletic equipment.

All naval personnel are reminded that willfully allowing any person, regardless of the reason, to have possession of an Armed Forces Identification Card is unauthorized and can mean disciplinary action. Any person altering, damaging, counterfeiting or using an I.D. card in an unauthorized manner is also breaking the law.

The regulation concerning misuse of Armed Forces Identification Cards is applicable to all persons in the Navy. Personnel on active duty are issued a green card; those on inactive duty get a red card. Retired personnel of the Regular Navy, including those on Regular Temporary Disability Retired List are issued the active duty I.D. Card, marked with the word "RETIRED" in the space for the grade on the front of the card.

• **OFFICER DATA CARDS**—All commissioned and warrant officers on active duty are advised that 1 August is the date for the annual submission of an Officer Data Card (NavPers 340) to the Bureau of Naval Personnel.

Since these cards are constantly used by Detail Officers it is important that they be kept up to date. For this reason, if an officer desires to change

any of the information furnished on a previous card, he may forward a revised Officer Data Card not only on 1 August but at any time.

In the "Sea Duty" column on the reverse side of the card, officers will continue to include *all* duty served ashore outside the U.S. regardless of whether it is considered shore or sea duty for rotational purposes.

Not all entries in this column should be interpreted as sea duty for rotational purposes. BuPers Manual, Art. C-5102, states that certain duty ashore outside the U.S. is considered "desirable duty" and as such will be counted the same as shore duty in the U.S. for rotational purposes.

• **TRAINING COURSES**—Certain of the Navy's Training Course Manuals are now available for purchase by both naval and civilian personnel. Titles and prices may be obtained from the Government Printing Office.

Navy men who are preparing for advancement in rating often desire a copy of the training course manual applicable to their own rating which they can keep at all times and mark with personal notations.

Before ordering a training course it is best to send a postcard to U. S. Government Printing Office, Division of Public Documents, Washington 25, D. C., and ask for the latest price list. New courses are added from time to time and prices are subject to change without notice. Money orders or checks should be made payable to the Superintendent of Documents.

### • STRIKING FOR A RATING?

—If you are thinking about a rating to strike for, here is some background information which may prove helpful. Some ratings are more "crowded" than others. Naturally, advancement opportunities are somewhat better in the "less crowded" ratings.

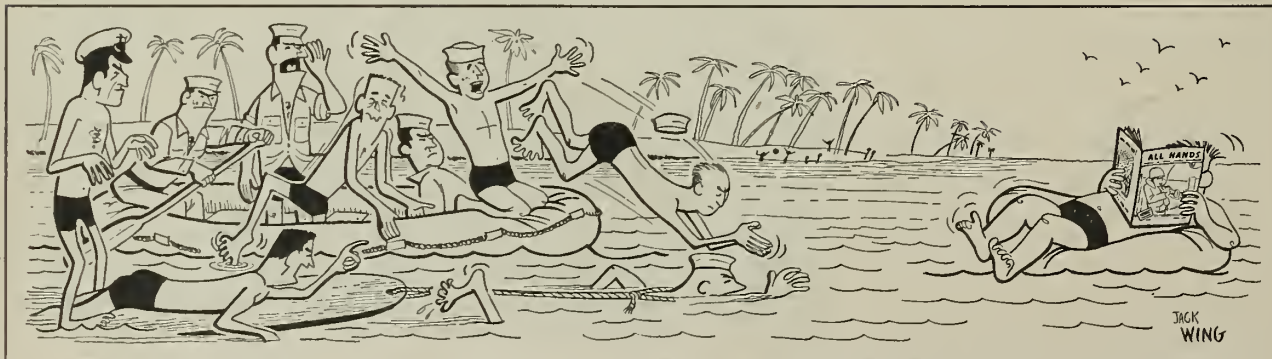
For example, in the last service-wide competitive examinations 122,202 persons qualified for advancement to pay grades E-4 through E-7. Of this number about 22 per cent—or 26,910, to be exact—could not be advanced because of quota limitations.

Restrictions on advancements due to quota limitations were not spread evenly throughout the rating structure. Rather, they applied particularly to those ratings in which there are limited needs for additional petty officers. Although some advancements to each pay grade were authorized in each rating, there were 23 ratings in which restrictions were placed on advancements to the third class petty officer grade. The other ratings, as the expression has it, were "wide open."

Summarizing these facts, one BuPers officer says: "It can be seen that while there is always room for the advancement of those who are best qualified, the competition is more keen in some ratings than in others."

What does this mean to you? Well, if you have a choice why not strike for a rating in which there is plenty of room for advancement? Men who have not gone to a Class A Service School usually have a chance to express a preference for the rating they wish to strike for.

If your ship or station needs strikers in one of the less crowded ratings you may get a chance at it. Your speed of advancement will be dependent to a certain degree on the rating you choose.



PASS THIS COPY ALONG — Don't drift away with this issue of ALL HANDS, nine others are waiting for it.

The picture is also favorable for those who were selected for a Class A school while in Recruit Training. Upon graduation from the Class A school they are identified as strikers for a certain rating. It is difficult to change a striker identification after graduation, but the following two factors are both to the good. The input to the Class A schools is dependent on the Navy's needs for petty officers in the rating for which the school prepares its students. Then too, since a man is selected for a certain school because of his special aptitudes and qualifications, his chances of rapid advancement to petty officer status should be very good.

Listed below are the ratings which at present are the most "attractive" from the viewpoint of rapid advancement. Although in many cases these are ratings that demand a relatively greater effort on the part of the striker to qualify himself, the better opportunities for advancement make the effort worthwhile. The ratings are: RD, RM, QM, FT, MM, SO, MN, EM, OM, ET, IC, MR, TE, FP, ML, BU, AC, AG.

#### • MOTOR TRAFFIC VIOLATORS

—Sailors stationed in the U.S. or on leave who are driving along the highways should remember that military personnel who violate traffic laws are not entitled to any special consideration because of their military status. They are responsible for their actions during both on- and off-duty hours.

Automobile accidents do not just happen. In almost every accident, a traffic violator is involved. Therefore, it is evident that if traffic violations are reduced, the number of accidents should decrease correspondingly.

In 1952, traffic statistics report 668 Navy and Marine Corps personnel killed in motor accidents. A large number of the deaths were determined to be the "result of misconduct"—speeding and reckless driving, driving while under the influence of alcohol, etc.

One means of reducing traffic accidents is the strict, equitable and reasonable enforcement of traffic laws. SecNav Inst. 1626.1 of 6 Apr 1953 establishes a uniform policy for the handling of naval personnel charged with traffic violations while operating Government or private vehicles on streets and highways off Government property.

• **SMALL ARMS**—The number of reports concerning lost or stolen weapons indicates a lack of conformance with regulations governing security and the responsibility for small arms and infantry equipment. NavOrd Inst. 8370.1 of 27 Mar 1953 points out that small arms should be kept in a secure location and that they should be issued only to authorized personnel on custody receipt.

Pistols and revolvers are especially subject to theft due to the ease with which they may be concealed and disposed of. Checks should be made periodically to ascertain that they are returned when the requirement for which they were drawn is fulfilled.

Revised procedures for notification by shipboard or shore commands of lost, stolen or recovered small arms are now in effect. The loss or theft of a gun in port or at a shore activity should be reported immediately to (1) local police (civil, military or naval) and (2) the Naval District Intelligence Officer who in turn reports to the FBI. All reports should include the serial number of the weapon.

Notification of the finding or recovery of small arms should be made to the above authorities and a copy sent to BuOrd. This procedure also applies in cases of theft or loss at sea, the above-named authorities being notified. The "theft or loss at sea" notification should be made at the next port of call. If that port is not a U.S. port, notification should be repeated at the first port of call in the U.S.

The above notification procedure does not apply to cases of loss overboard at sea, however.

#### • CRUISE BOOKS WANTED—

The Ships' Histories Section of The Naval History Division is interested in obtaining a copy of your ship's Cruise Book. Such books offer an excellent record of historical events which might not otherwise become available to the Navy for historical and publicity purposes.

Narrative stories of each ship's actions in the Korean conflict are also desired.

Cruise books and narrative reports giving additional information on your ship may be addressed to Naval History Division, OP-29, (Ships' Histories Section), Navy Department, Washington 25, D. C.

## QUIZ AWEIGH

Although many lives have been lost in the war in Korea, many have been saved. A number of the badly wounded who are alive today probably have the efforts of three Navy hospital ships to thank.



1. Navy hospital ships, like USS Repose (AH 16) above, provide hospital space for more than (a) 500 patients, (b) 800 patients, (c) 1200 patients.

2. Which one of the following hospital ships was the only one in active service at the outbreak of the Korean War? (a) USS Haven (AH 12), (b) USS Consolation (AH 15), (c) USS Repose (AH 16).



3. The Navy's K-type blimp, a standard airship for anti-submarine work, has a rated speed of (a) 65 knots, (b) 95 knots, (c) 115 knots.

4. It carries a crew of (a) 14, (b) 12, (c) 10.

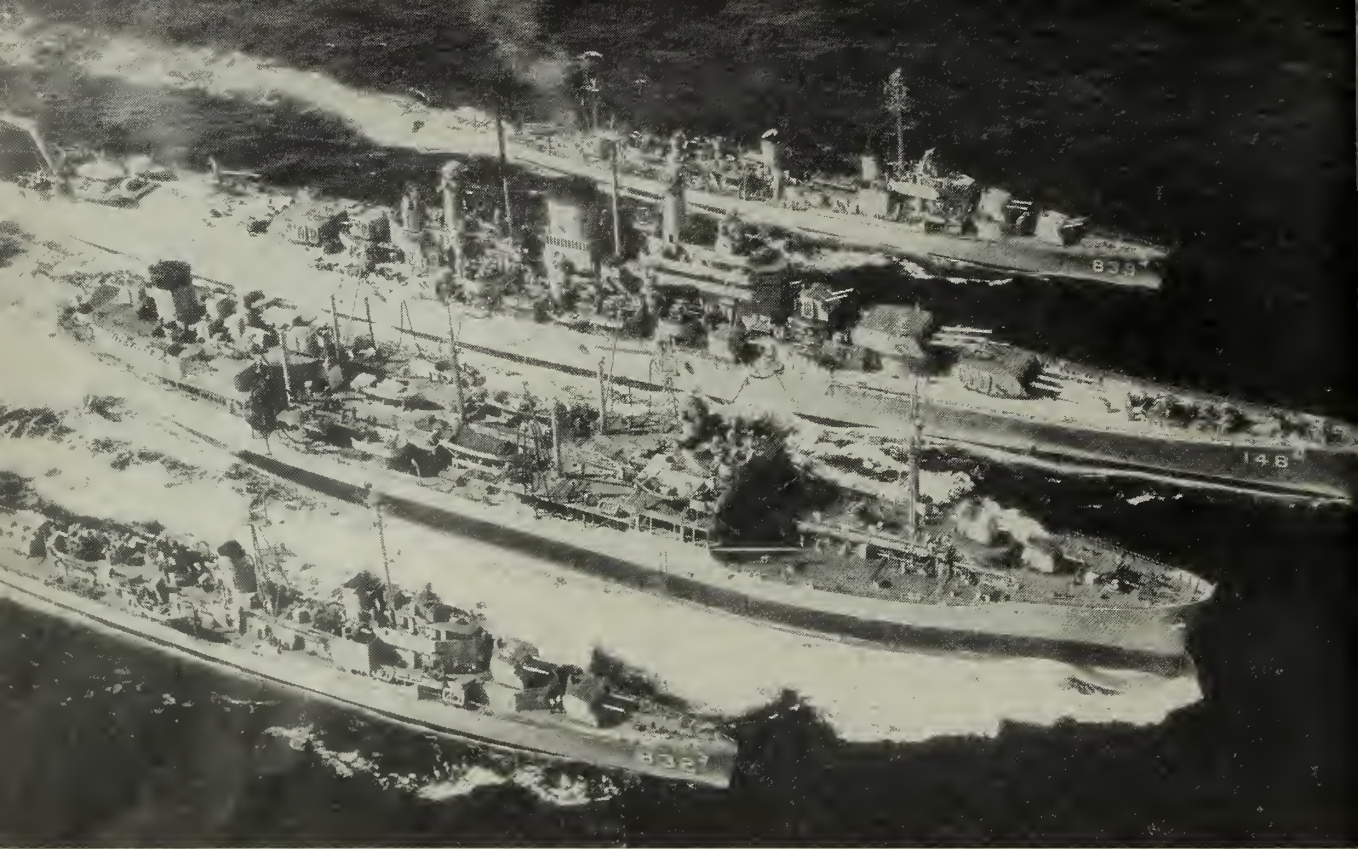


5. Fueling at sea, underway, now a common practice for Navy ships, was first accomplished (a) before World War I, (b) during World War I, (c) after World War I.

6. During fueling operations, ships involved usually take the sea (a) slightly off the bow, (b) broad on the beam, (c) on the quarter.

ANSWERS TO QUIZ ON PAGE 53





TEAMWORK shows up in smart operations between ships as well as in work and esprit de corps of ship's crew.

# Navymen's Formula for a Happy Ship

HERE'S a ship with a good name that's well known throughout the Fleet. She has a proud war record and she enjoys her reputation as a fighting ship.

Because she's a happy ship, and a *doing* ship, sailors from all over want to be transferred to her. They've heard about her in letters from their buddies, read about her in newspaper stories, or served with her skipper or members of the crew sometime before.

What makes a good reputation like this? The answer is that such a ship enjoys a high standard of morale. But what is *morale* and what goes into the making of good morale?

Every man of the crew, from the most junior deck hand on up to the skipper plays a part in making morale. The ingredient that determines good morale and a happy ship is largely an *esprit de corps*, to which every man in the crew contributes his share. There's another way of saying this — it's due to the crew's *team spirit*, plus the *leadership quality* of the leading POs and CPOs, the division officers and department heads, the executive

officer and the skipper — each one knowing all about his job.

This goes a lot further than just knowing how to navigate a ship and fight, or the ability to run a ship's department in accordance with the ship's organization book.

Knowing your job means knowing what *you can do* — whether you're a seaman or head of one of the biggest divisions — to improve your ship's ability to carry out its mission, and *further*, knowing what to do for the well-being of the other members of the crew as well as yourself. Ask yourself some of these questions:

How does your ship score in gunnery and target practice? What kind of advancement program does your ship have? How many men are participating in a training program for their rates? What kind of recreational

facilities are made available to the officers and men? Is the chow considered good? Is there good attendance at church services afloat and ashore? What about liberty, leave and rotation?

These are questions for which a happy ship has the right answers. (Incidentally, a happy ship is a taut ship, well run, never loosely run.)

Now the big question — how does a ship earn its reputation as a "happy ship?" Old time Navymen always come up with the same answer — it's that leadership quality you find throughout, from the engineroom to the bridge, in the personnel office, the chaplain's office, the galley and the radio shack. No single individual is ever responsible for a happy ship — it takes many members of the crew to develop the reputation. It takes every man in a position of responsibility, whether he be a boatswain's mate first class on a yard tug, or a lieutenant in charge of a gunnery department of a destroyer. They want their ship to get ahead, and they want their men to get ahead.

Let's take a closer look into some of

---

**Recipe for a Happy Ship:  
Leadership, Teamwork,  
Plus Hard Work and Play**

---



the more important reasons why a ship is rated a "happy ship." There are many in the Navy and your ship probably has some or all of the ingredients which make for a good name. On the other hand, you may be able to borrow a few ideas for your particular job which, when combined with others, will help spread the name of your ship throughout the fleet.

Here are some of the practical ingredients:

- *Knowing your job:* Know everything about your own particular job and as much as you can about all the other jobs in your department, or division, so that you can take over in any emergency that might arise.

- *Training programs:* In peacetime one of the Navy's primary missions is training for war. If or when war comes, the Navy trains its personnel with even greater vigor. But at all times it is important for naval officers and leading petty officers, as leaders, to counsel, guide and instruct their subordinates.

It is the individual's responsibility to improve himself in his job, and to go on to better and bigger jobs. Well defined paths to this goal are through on-the-job training, established Navy training courses, self-study Naval correspondence courses, USAFI courses, and indoctrination by group leadership.

While most combatant ships lack regularly assigned classrooms, there is a wealth of training aids for on-the-job training — the equipment itself. Routine drills and evolutions take on added significance when used as "training situations." Of course, the division officer and the leading petty officer must be alert to such opportunities. The time for teaching is there — be it routine ship cleaning, general drills, general quarters, or replenishment.

- *Opportunities for advancement:* A never-ending responsibility of a good division officer and leading chief is the advancement of his men. They see that their men go up when they are ready and eligible. The Navy provides the procedures and tools for advancement — the rest is up to you and the men to whom you are responsible.

One ship with a reputation for high morale provides not only training manuals but also organized study programs which begin months before the advancement examination dates. The



COMBAT READINESS plays an important part in the life of Navymen ashore and afloat. Here, gun crewmen on BB continue training on 40-mm gun mount.

division officer issues each man a list of the military and professional requirements for advancement in his rating. Leading petty officers check out with each man the factors required.

The man up for advancement knows then where he is going, and how well he is *doing*.

Tied in with this, for all ratings, is the voluntary off-duty study program which is conducted under the

guidance of the division officer, the chiefs and POIs.

A good personnel officer and a crackerjack yeoman who are on the ball are important factors, too. They're worth their weight in good morale. They are accurate and prompt in getting letters, reports and forms out on time, they make sure that all Bureau and Fleet directives are complied with and they pass the word on opportunities and requirements to all hands.

- *Recreation:* Sports, shipboard smokers, happy hours, planned sports competition and adequate equipment are essential ingredients to a wholesome life aboard ship. The record proves that most ships with reputations as "happy ships" follow a well-planned recreational program.

The size of a ship of course determines the type of games and sports that can be played. For some ideas on recreation, see *Streamlined Sports for Shipboard Use*, ALL HANDS, January 1953.

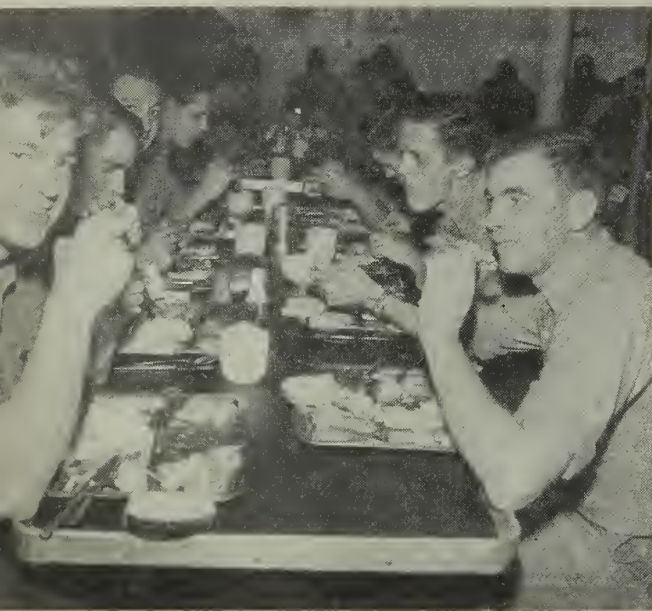
The ship's Enlisted Recreation Committee and your District Special Services Officer will provide many ideas and programs for the ship's company. You can check up on these suggestions in ALL HANDS, June 1953, p. 12-14.

Another morale booster is wise preparation for liberty — especially in



MAIL CALL is big morale-booster for sailors. Here, mail pouch is transferred by high line at sea.





GOOD FOOD helps make a happy ship. Right: Religious services are held both ashore and afloat.

foreign ports. Let the crew know ahead of time something about the country and port your ship will be visiting and what the port offers in the way of recreational activities, USOs, servicemen's clubs, sight-seeing, etc.

For more on this you might read the ALL HANDS article on "Are You Making the Most Out of Liberty?" in May 1953.

• **Religion:** Rating equally with the quality of military leadership is

the spiritual strength of the individual. No man need halt his religious responsibilities just because his ship separates him temporarily from the church that he's been attending ashore. Actually, some men, new to the Navy, grasp their first significance of the importance of religion and faith.

The Navyman soon learns that the chaplain plays a big part in helping to build up and maintain high morale. In addition to assistance in

religious matters, the chaplain does a lot of other things that are equally important to a ship's morale. He helps to relieve the emotional tensions of the Navyman who finds himself in a troubling situation. Every sailor realizes the need for spiritual environment, even though he might not show or care to show it.

When a ship is too small to carry a chaplain at all times someone can take over some of his functions which do not require the presence of an ordained clergyman. For such lay religious representatives the Navy Chaplain Corps furnishes advice and any necessary facilities and equipment. For more about the Navy's religious kits and how to obtain them, see ALL HANDS, February 1953, p. 54.

• **Food and quarters:** Good clean living compartments, good messing facilities with good food, well-prepared — all are important to the individual well-being. Remember, also, that each man contributes to his own environment, good or bad, and every man is affected by it. Good environment, consistent with the ship's facilities, is an important ingredient in high morale.

From this you can see that practically every man on the ship plays his part in its morale: The commanding officer, the executive officer, the department heads, the division officers, the leading chiefs, the senior petty officers, and the enlisted man who is proud of himself, proud of his uni-



SWIMMING CALL means fun, relaxation. Organized sports and recreational activities such as hobby shops, libraries, movies, keep sailor's morale high.





WORKING DETAIL keeps vessel shipshape. Right: Ship's company looks sharp in ceremony at recommissioning.

form, proud of his ship and proud of the Navy.

In other words, *if the individual's objectives are part of the group objectives*, morale is high. Another basic concept is that morale may be defined as "wanting to do what you have to do."

Here's a check list of morale factors, each of which is an ingredient in the recipe for high morale that makes for a happy ship:

- ✓ Smart shiphandling and sea-going know-how.
- ✓ A good record in combat readiness.
- ✓ A good shipboard training program.
- ✓ Participation in naval correspondence courses.
- ✓ Plenty of well-worn training manuals.
- ✓ A good number of advancements in rate.
- ✓ Carefully prepared CPO and POI evaluation reports.
- ✓ Good Conduct Medals awarded when due.
- ✓ Plenty of commendatory captain's masts.
- ✓ Regular church services, well attended by officers and men.
- ✓ Daily ship's news-sheet or weekly newspaper.
- ✓ Adequate libraries of books and musical records.
- ✓ Needed sports equipment regularly used.
- ✓ Enlisted and officers' records

carefully and completely kept up to date.

- ✓ Inter-ship and intra-ship sports competitions.
- ✓ A well-planned leave program.
- ✓ Liberty for as many men as possible when possible.
- ✓ Careful use of the liberty boats for all men alike.
- ✓ Planned group shore activities.
- ✓ Smart saluting.
- ✓ Wearing the uniform properly and proudly.
- ✓ A low record of AOLs and PALs.

Your own ship's reputation as a happy ship isn't something that just happened. You helped. It is dependent upon each man's mental attitude, produced or intensified by proper training and indoctrination which gives each man confidence and a feeling of the "team spirit."

Take on board as many of these ingredients as is practicable and mix well with good leadership and acceptance of responsibility; the result will always be high morale and a happy ship.



VARIETY SHOW attracts the talents of officers and enlisted men alike. Happy hours, smokers, programs for greeting other ships, contribute to 'happy ship.'





NAVY MINE is rolled from temperature test chamber at Naval Ordnance Laboratory after test at 65° below zero.

## NOL—Where the Arctic and Equator Meet

**S**OMETIMES you can't have a second chance. When your life, and those of an entire ship's company, depend upon the accuracy and reliability of the weapons at hand, you often don't have a second opportunity if your equipment won't operate correctly the first time. It's too late.

More than a thousand top-ranking scientists and engineers—rated among the best in the world in their respective fields—are working at the Naval Ordnance Laboratory, White Oak, Md., to make sure that the weapons used by the Navy will be deadly to the enemy yet safe for the men who use them.

Here, research is constantly under way to improve present weapons and to develop new ones in the fields of underwater ordnance, fuzes and projectiles, missiles and warheads, and explosives.

Because of security reasons, it isn't possible to go into great detail con-

cerning much of the specific work now being performed at NOL. Nevertheless, it can be said that typical of the general problems on which the Lab is currently helping to find solutions are the protection of our ships from the new, high-speed enemy submarines as well as against attacking aircraft carrying new and more deadly weapons.

NOL has a big job. The scope of its work ranges from basic research through design and development, including final testing of a weapon and evaluating it before release for production for eventual Fleet use.

Its primary responsibility, however, under the Bureau of Ordnance,

is the development and evaluation of new and better weapons.

Acquiring its present name in 1929, the Laboratory has evolved through BuOrd work extending back more than 100 years. It first achieved world-wide prominence for its work during World War II when the newly-introduced German magnetic mine was a desperate threat to Britain and to U. S. shipping.

NOL was responsible for the design of all degaussing instruments including the major Fleet degaussing stations and testing grounds. British degaussing designs were improved by incorporation of variable (rather than fixed) controls to reduce the magnetic fields of ships, rendering them less liable to damage.

Another of NOL's contributions during World War II was in the design of torpedo exploders, adapting influence-field principles to improve them. Since then, not only have in-

---

**Naval Ordnance Laboratory  
Makes Weapons More Potent,  
Yet Safe for Their Users**

---

fluence-field principles been used for improvement of underwater ordnance, but also for developing a series of detectors to locate submerged ordnance, particularly on test ranges. These detectors have enabled the Navy to recover more than \$60,000,000 worth of torpedoes alone.

NOL also originated, designed and tested the airborne mines which destroyed or damaged approximately 2,000,000 tons of Japanese shipping during the last three months of World War II. Many NOL employees, called to active duty with the Naval Reserve, served in the Pacific in various capacities connected with mine warfare. An electronics engineer, William Dichtel, for example, worked as a Navy lieutenant on the development of influence mines at NOL, then helped assemble and test the mines before they were laid in enemy waters in the Pacific area. Later, he was the NOL representative at Bikini, specializing in mines and depth charges.

It was another NOL worker, R. L. Graumann, who adapted the British 40-mm antiaircraft fuze to American manufacture with a minor simplification, but one which saved approximately \$230,000,000 during World War II. This is the fuze which is often credited with having downed more airplanes than any other during the war.

Although NOL is primarily concerned with naval ordnance, its research facilities have also been used for special projects for the Navy outside the ordnance field. Two outstanding examples are the development of the Momsen lung for escape from submarines and the powder catapults used for shooting airplanes from battleships and cruisers.

Some of the Laboratory's investigations have resulted in discoveries that are equally applicable to industrial uses. Notable among such achievements are the new magnetic materials of non-strategic metals, useful in many types of electrical equipment; an airborne magnetometer adapted for surveying large areas in geo-physical search for the presence of oil and other minerals; and new and more sensitive detectors of atomic radiation.

NOL in its early years made progress in spite of lack of funds and physical facilities. One of the old-timers, Dr. Robert C. Duncan, now general consultant, likes to recall the

time when \$25 a month was the maximum amount which could be spent on depth-charge research and when many purchases were limited to a maximum of \$10.

"Once during this period, we urgently needed an electric motor which cost \$17.50," recalls Dr. Duncan. "We finally bought the motor casing one month, then ordered the armature the next month. We told the supplier it wouldn't be necessary to separate the two parts for delivery."

The situation has changed since that time. Total capital investment is now more than \$50,000,000. A partial list of the facilities now available at NOL will give some idea of their vast scope: wind-tunnels operating at supersonic speeds; forty-foot safety-test drop towers; high pressure test tanks, capable of withstanding pressures of more than 1000 pounds per square inch; low- and audio-frequency acoustic equipment; a magnetic material laboratory; a pressurized ballistics range; temperature- and humidity-controlled chambers; unique equipment for the simulation, control and measurement of magnetic fields; and an x-ray laboratory with a 10-million electron volt betatron (an apparatus to generate high-voltage x-rays). There are also numerous special-purpose laboratories.

Of these, the Ordnance Environmental Laboratory is of special interest to Navymen. Its purpose is to duplicate within the laboratory adverse conditions that could have an effect on ordnance in any part of the globe. Here, the effects of temperature, pressure, shock, vibration, icing and corrosive conditions on experimental types of ordnance can be studied under carefully controlled conditions.

In its painstaking care, thoroughness, and imagination, the Environmental Lab might be considered characteristic of the entire NOL. The methods used to gauge a new weapon are as rigorous as possible, so that when it is finally approved and sent to the Fleet, Navymen everywhere will be able to depend on it, and feel sure that it will function properly when the time comes, yet be safe to handle meanwhile.

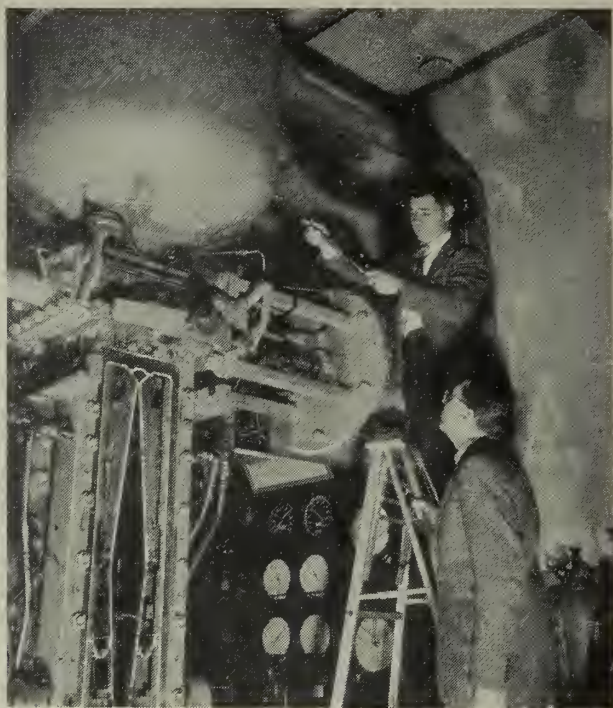
A part of the Environmental Lab, the air-gun lab, for example, contains an impressive array of ordnance testing equipment, including a 21 in. gun using air at 1000 pounds pressure per square inch which subjects



MEN 'pick up' MK 27 mine at NOL test facility. Below: Cables for net used to recover missiles are replaced.







TECHNICIAN uses glass lathe (left). Men check outside temperatures of air pressure tank at 'hypersonic' wind tunnel.

ordnance to shock accelerations such as those experienced by impact of an aircraft-launched mine with the surface of water, or by a projectile being fired from a mortar.

The Arctic and the Equator stand side by side in the temperature laboratory, containing a number of chambers varying in size up to 8 by 8 by 30 feet. Temperatures of minus 100° F. to more than 200° F. can be created, exceeding those which occur in nature at any point on earth, with controlled humidity ranging beyond the extremes of desert or jungle.

The thermal effects on ordnance plunging from the stratosphere tem-

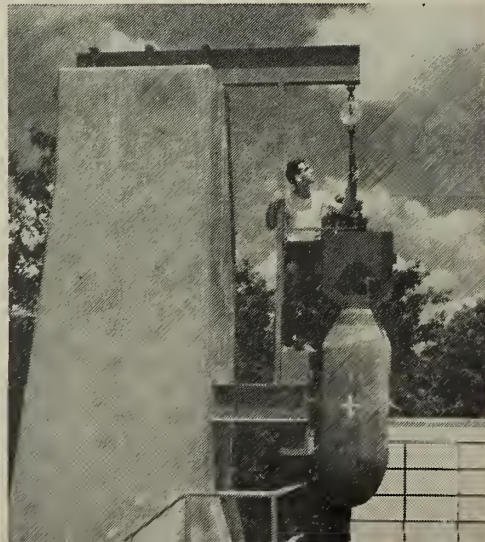
perature of a bomb-bay into the ocean anywhere on the globe, can be determined by wheeling out ordnance from the large temperature chamber and dumping it in the Sea Water Tank, 30 feet long and 15 feet deep. The temperature of the water in the tank can be controlled from the freezing point of sea water upward to the warmest ocean temperatures. Icing conditions and the effects of thermal shock are studied here. The tank may be lighted from below the surface and there are portholes for observing the action of the weapon as it strikes and falls through the water. The sea water used is artificially constituted from

fresh water and some ten different chemicals.

The largest of several pressure vessels is an 8 by 30 foot tank weighing 210 tons when filled with water—it holds 15,000 gallons. A 40-ton door, elevated hydraulically from the basement, seals the chamber. The four-inch thick walls of the shell can withstand more than 1000 pounds per square inch—the equivalent of the pressure occurring at one-half mile ocean depth. It is assumed that if a weapon goes below this depth, it is no longer of interest to the Navy.

As every gunner's mate knows, vibration is one of the foremost causes

USS STALLION (ATA 193) does field work for NOL. Right: Man checks 'tower' used to test dive-bombing equipment.





of ordnance failure, and it is important that ordnance be built to withstand it. To combat this problem, the vibration laboratory is, perhaps, the most continuously active single section in the Environmental Lab. This operates 24 hours a day, subjecting weapons and components to vibration endurance and resonance tests by simulating the motions of ships, aircraft, road and rail vehicles, and self-propelled weapons.

In addition to the facilities at White Oak, the Laboratory administers several test stations in outlying areas.

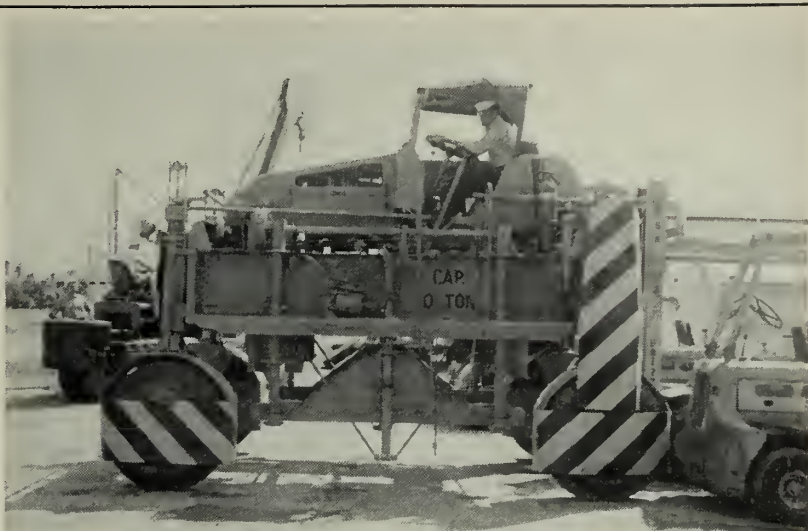
Solomons, Md., provides shallow water areas for general testing of mines, including aircraft drops and countermining. The deep water range at Hiwassee Dam, N. C., provides facilities for partial testing of ahead-thrown anti-submarine weapons. At Cape Henry, Va., the Laboratory maintains a station for rough-water testing of mines and other underwater ordnance, while at Fort Monroe it operates a mine actuation range.

This insistence on thorough evaluation is frequently a reflection of the unofficial but often-repeated credo of NOL—that, no matter what its cost, an item of ordnance is valueless if it doesn't operate properly at the right time and place, and under all service conditions.

This realistic attitude is created in part by the large percentage of men at NOL who have learned its importance the hard way. Many are Navymen on active duty or former Navymen, or part-time Navymen, Reservists who work in or near the Lab. NOL is also the site of a Naval Reserve unit, which meets during the evenings on a volunteer basis. Training at USNR Ordnance Company W-3 is beneficial to both the individual members and the service.

W-3 is only one of a number of Ordnance Companies to be found in the Naval Reserve program, but it is unique in several respects. All its members are scientists and engineers who have earned outstanding reputations for themselves in their respective professions.

All facilities and personnel, whether Regular Navy, Reserve or civilian, are devoted to insuring that NOL-developed ordnance will operate effectively under the most severe service conditions, and provide our fighting forces with the best weapons that brains can devise and money can buy.

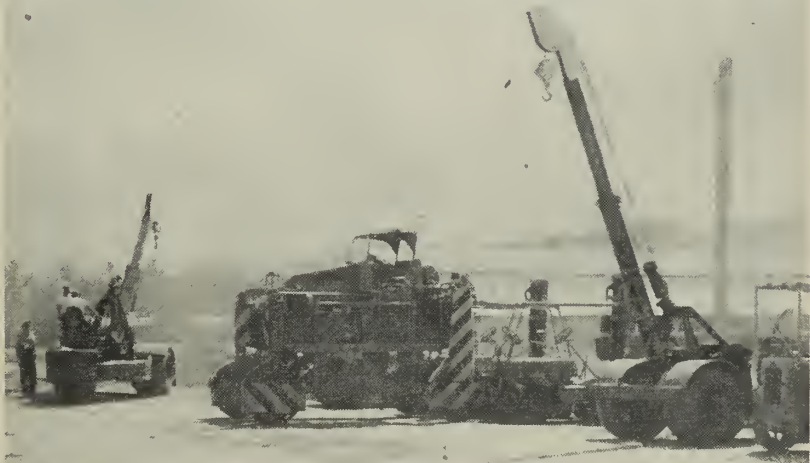


## Guam's Cargo Handlers

Cargo Handling Battalion 11 has set up shop on Guam to take over the loading and unloading of supplies flowing through this outpost.

Trained in the most modern methods of handling cargo, the Navymen are equipped with such machines as fork lifts, tractors, lumber carriers, cranes and scores of other machines needed to carry out the complex job of handling cargo of all kinds.

The Battalion in action: Charles H. Milam, CD2, USN, operates specially designed lumber carrier (above). Men unload tractor from T-AKA 60 in Apra Harbor (center). Some of the machines used to load and unload cargo are shown in the equipment yard (below).





# Centennial of Perry's Naval Expedition to Japan

THIS year marks the 100th anniversary of Commodore Matthew C. Perry's Expedition to Japan, opening that country to world trade. Now, U.S. ships are once again in Japan, as ships of a friendly nation.

A century ago Japan was a kingdom to herself, closed for all practical purposes to the other nations of the world. In the U.S. at that time, settlers were streaming across the continent. Gold had been discovered in California. Trade was increasing from West Coast ports into the broad Pacific. The Navy played a big part in helping to open trade routes even further.

As steam vessels began to replace the old clipper ships on the routes to the Orient, coaling stations and other sanctuaries for merchant ships were required. The Perry Naval expedition sent out by the U.S. government had the mission of developing such stations, and, if possible, of opening the Japanese islands to trade.

Some 18 previous expeditions, including four from America, had failed to crack the wall of isolation surrounding these islands. Perry felt that among the reasons for these failures were unfamiliarity with the Japanese people and a lack of understanding of their character. When he received orders to command the expedition in March 1852, Perry memorized many of the then known facts about Japan.

At the time Perry sailed from Norfolk aboard the steamship *Mississippi*, the Navy was also in the process of shifting from sail to steam. As a result, Perry's ships were a heterogeneous lot. Some sailed from the States, others joined the force from the Asiatic station.

The squadron assembled in Naha Harbor, Okinawa, in May 1853, six months after leaving Norfolk. The Okinawans were noted for their unfriendliness toward strangers so these islands served as a preliminary test of Perry's theories.

Perry undertook the job of securing the right for the American ships to anchor and provision at Okinawa. Refusing to do business with anyone other than the Regent, he remained in his cabin until that dignitary called aboard his flagship.

When the Regent did come, Perry rendered him full military honors and insisted on making a return call to the royal palace.

Perry paid his respects in grand style. In his 200-man procession to the palace were lined up two field pieces each flying colors, the *Mississippi* Navy band, a company of Marines, the Commodore in an ornate sedan borne by eight coolies, the Commodore's Marine bodyguard, six naval officers with sidearms, six coolies bearing gifts, more officers with sidearms, another company of Marines and finally the *Susquehanna* band!

This aggregation set the pattern for Perry's dealings with all Asians. Pomp, dignity and determination were to be the order of the day.

Across the conference table, Perry followed a policy of absolute faith. Whatever he promised to do, he carried out. As a result of the visit to Okinawa, Perry, for the first time, established the right of ships to barter for supplies on that island.

On 2 July 1853, the *Susquehanna* and *Mississippi*, towing the sloops *Saratoga* and *Plymouth*, steamed for

Japan. Six days later, the ships sailed into Tokyo Bay and anchored off Uraga. Here followed five days of diplomatic maneuvering, the Commodore stating that he would consult only with the direct representatives of the Emperor. The Japanese delayed, but Perry stood firm. Alert to the possibility of treachery, he exercised his crews at battle stations daily.

Patience and perseverance paid their dividends. On 14 July the Emperor's barge floated down from Tokyo, bearing two Imperial princes, to whom Perry delivered letters to the Emperor from President Millard Fillmore and himself. On this occasion, Perry increased his shoreside entourage to 300 men. All were impressively dressed and armed.

Perry promised the Japanese sufficient time to consider the U.S. proposals. He would depart, he said, and return the following spring for an answer. The Japanese agreed. The squadron then sailed south and spent the winter in Hong Kong.

Once again steaming into Tokyo Bay on 11 Feb 1854, the Commodore ordered his squadron, consisting of *Susquehanna*, *Powhatan*, *Mississippi*, *Macedonian*, *Lexington* and *Vandalia* to anchor off Yokohama.

The Japanese resumed their delaying tactics. They insisted that the Americans shift their anchorage farther from Tokyo and protested against American hydrographic surveys that were being carried out. Perry stated firmly that the surveys would continue as work of value to the entire world.

On the day that had been set for the beginning of the negotiations, 8

FIRST LANDING OF AMERICANS IN JAPAN — Commodore Perry's forces go ashore at Goriama on July 14, 1853.





Mar 1854, the Commodore with 500 men and three bands of music, went ashore to confer with the five commissioners from the Emperor.

The Japanese expressed a willingness to enter into friendly trade with the U.S. but seemed determined to concede very little. They proposed to Perry that one Japanese port be opened within five years as a coaling station and refuge. This gave Perry a powerful opening wedge and taking advantage of this concession, he handed the commissioners a proposed draft of a full-fledged treaty between the two nations.

The treaty, written in English, Dutch and Chinese, was accepted and signed on 31 Mar 1854. It provided for two harbors, Shimoda and Hakodate, to be opened for supplies and coal to merchant vessels; for shipwrecked sailors to be rescued if possible and returned to American representatives (previously sailors had been imprisoned); and for American citizens to be given freedom of movement in treaty ports.

In the middle of the treaty negotiations, Perry had delivered to the Japanese gifts which illustrated to them the advantages of world trade. Among them were farm implements, two telegraph instruments, clocks, three "Francis" lifeboats, a telescope, potatoes, books, whiskey and wines, perfume, charts, seeds and a miniature locomotive, complete with tender, coach and track.

In return the Japanese presented gifts—lacquer work, silk, crepe, dolls, food-stuffs, porcelain, pongee, umbrellas and items of handicraft.

The impact of Perry's success was to be world wide. In the century that followed, Japan, by adopting western techniques, was to become one of the earth's great industrial, mercantile, and military powers, until she lost that position in World War II.

Today, Japan is rebuilding her industry and her trade — with the assistance of the nation which originally helped show her the benefits of world trade.

*(The 100th birthday of the opening of Japan by this naval expedition has been commemorated in a pamphlet prepared by the Navy Department's Office of Information, from which a large part of this material has been taken, entitled "Centennial-Opening of Japan by Commodore Matthew C. Perry, USN," (NavExos P-1167)).*



**MARBLE CHAMP** — George W. Smith, SN, USN, plays tight match with 'Pop' Maynard, octogenarian marbles champion at Sussex, England.

## Knuckle Ball Helps Sailor Beat England Marbles Champ

Seaman George W. Smith, attached to the staff, Commander U.S. Naval Forces, Eastern Atlantic and Mediterranean, has earned a unique reputation—he defeated the marbles champion of England. In a special challenge match at Tinsley Greens, Sussex, England, the young sailor won over the 80-year-old All-England champ, "Pop" Maynard.

Smith, using what he called an "American knuckle ball," squeaked through to a 7-6 victory that had a crowd of more than 500 English and Americans holding their breath.

The whole affair started when the marble committee at Tinsley Greens extended an invitation to personnel on duty at the headquarters, Commander U.S. Naval Forces, Eastern Atlantic and Mediterranean, to watch some of the matches.

Six Navymen decided to attend. A representative of the "Tinsley Tigers" asked the watching Navy-men if they wanted to take a crack at the game. The CincNelmers said they did and proceeded to beat the Tigers in one game although the All-England champions took the remaining two out of three.

Their interest aroused, the Navy-men requested to be allowed to enter a team in the tourney.

Since many of the early games had already been played, the committee ruled it was too late to admit a new entry, but a special match was arranged between the sailors and an All-Star team.

Once the game started, it was obvious that the six sailors were no match for their elderly opponents. The All-Stars soon had the game on ice, winning easily, 38-11.

Not to be outdone, however, Smith challenged the All-England champ, "Pop" Maynard to a match. On his first shot, the 80-year-old champion knocked out three of the 13 marbles from the ring.

Seaman Smith got two marbles on his first shot. The game was nip-and-tuck down to the last marble. The score stood 6-6 with "Pop's" turn coming up. The Grand Old Man of Marbles took his shot, but his aim was off and he missed.

This was the break that Smith needed. He "thumbed" his winning shot, knocking out the last marble.

Other Navymen in the tournament were Daniel A. Gleason, Jr., YN2, USN; Francis M. Fowler, YN3; USN; Donald E. Teeter, YN3, USN; Fernand J. Isabelle, YN3, USN; and Bernard L. Parsons, SN, USN.



# Training in Ship-Handling for Reserves

IT was early morning as the bus swung through the gate. Stopping for a moment as the Navy sentry made his check, it continued on to the pier area where it pulled up beside a trim-looking PCE.

A quartermaster, standing watch at the ship's gangway, looked up, then strolled to one side and picked up a phone.

"Wardroom, this is the Quarterdeck. More new arrivals, sir," he reported.

The bus door opened and Navy-men began pouring out. They were Naval Reservists, coming aboard the ship for two weeks' training duty.

Seabags on their shoulders, they filed up the gangway. There they were met by a boatswain's mate who

## Naval Reservists Learn How To Operate a Trim Ship On Two-week Training Cruise

led them below to show them where to bunk, eat and wash.

Thus began another training cruise for one of the thousands of units that form the Navy's ready manpower pool — the Naval Reserve. This particular unit happened to be Surface Division 5-11 of Newport News, Va. It could just as well have been any other surface division — from Salem to Seattle.

To get their annual on-the-job indoctrination or refresher training,

many Reservists cruise aboard regular units of the Operating Forces — from big carriers to smaller vessels like landing craft. They go aboard these ships by quotas and are fitted into the regular shipboard organization. Often these ships participate in exercises or operations so the Reservists receive training as the Regulars go through the required evolutions.

Others, like the Newport News gang, take their seagoing training on ships specifically set aside for that purpose. These ships are in regular commission and are part of the combat potential of the Fleet, but they are manned by only a nucleus crew of Regular Navy officers and Regular and Active Naval Reserve (ANR) enlisted personnel.

At last count, there were some 55 such Reserve training ships — mostly destroyer escorts, patrol craft and landing craft — assigned to 11 naval districts and the Potomac River Naval Command. In addition, several districts have mothballed submarines, subs out of commission and tied to a pier, serving as nautical classrooms for submarine Reservists.

The 55 keep up a busy schedule. The average DE or PCE probably puts in 10 two-week cruises each year in addition to a number of weekend jaunts and perhaps another week or so of operations with the Fleet or refresher training.

Up on the Great Lakes, they even have a Great Lakes' Squadron. It's made up of a DE as flagship, five PCEs and a couple of LSILs. Based in Lakes ports, these ships find plenty of sea room for operations.

Other ships, based in the coastal districts, make liberties in Hawaii, Mexico and along the Canadian coast on the West Coast, and at places like Bermuda, Miami, Nassau, Trinidad and Cuba on the East Coast.

This particular ship, PCE 895, was leaving from Norfolk, Va., for Havana, Cuba. Havana means "good liberty." But the crew that went aboard the 895 that morning knew that plenty of drills, instruction, movies and more drills awaited them before they earned those two days' liberty in the tropical capital.

Back at its training center, Division 5-11 has facilities to train Naval Reservists in eight different categories

AT THE HELM — Wilbur T. Covington, SN, USNR, takes on the job of helmsman as part of his Naval Reserve training cruise from Norfolk to Havana.





DEPTH CHARGE jolts PCE as Reservists in battle dress get the feel of combat service during two-week cruise.

ranging from deck ratings such as quartermaster and radioman, to engine room ratings such as engineman and metalsmith. In addition, the unit is responsible for the training of non-rated men who join up, encouraging them to work their way up in one of the eight specialty groups.

Now the men were taking their newly learned skills and putting them into practice in actual surroundings. It was the first time at sea for many of the new recruits. As such, it introduced them into a new world, a world of watches around the clock, of heaving decks and narrow companionways, of spray flying over the decks and the smell of diesel oil in the throbbing engine rooms.

How well the Reserve officers and enlisted men — 58 of them in all — learned to cope with their new environment and their assigned jobs is illustrated by the fact that on the return passage, the ship's commanding officer, Lieutenant Harvey Allen, USN, was content to turn over the entire operation to the men of 5-11.

That meant the Reservists stood all steaming watches with little or no assistance from ship's company, scheduled and carried out their own shipboard drills, did their own na-

vigating and piloting, kept the ship orderly and in proper running condition and performed unaided the many other necessary duties afloat.

Actually, it was good experience for all of us," Commander H. V. Hooper, USNR, said. Commander Hooper is 5-11's administrative officer and a well-known football referee. "By getting out to sea like that and doing all the things you've been reading about all year in manuals and training courses is, I believe, the only way to learn."

This year's cruise, incidentally, was the first for the Newport News unit since 1950. For Division 5-11, like other Naval Reserve divisions all over the nation, has had many of its best-trained officers and men ordered to active duty to meet the Korean emergency.

As a result, enrollment at the training center dropped and in 1951 and 1952 only a scattered few men were able to take cruises. The few who were able took their cruises as individuals aboard the Fifth Naval District's two other training vessels, *uss Hemminger* (DE 746) and *uss Roberts* (DE 749).

But now they were off in the 895. Off came the blue uniforms and on

went the dungarees. A training schedule was immediately put in effect by the cruise training officer, Lieutenant Commander Albert Rector, USNR.

Under the fast-moving program, each man stood a four-hour watch every 12 hours. The watch might be on the bridge, in Combat Information Center, at the helm, or in the engine room. In addition, the Reservists took part in all scheduled drills and exercises.

This meant a full day for everyone. A typical day for Watch One, for example, might start with a regular steaming watch from 0400 to 0800.

The officer of the deck in this watch is Lieutenant Lewis "Larry" Lawrence, USNR. His assistant, the junior officer of the deck, is Lieutenant (junior grade) Elmer Schwartz, USNR. Schwartz, incidentally, is one of the members of 5-11 who has returned to the Reserve unit after a period of active duty. He served as an engineering officer aboard *uss Whitley* (AKA 91), an attack cargo ship, in the Atlantic Fleet for 22 months.

Other members of the Watch One bridge gang are Joseph Freeman, a ship's company boatswain's mate who acts as quartermaster of the





GYRO REPEATER checked by CDR H. Hooper, USNR. Right: L. Ottofaro, SN, USNR, R. Yingling, SN, USNR, on radar.

watch, Harold Wood, SN, USNR, a Reservist who saw action aboard USS *California* (BB 44) in the Battle of Leyte Gulf in World War II, Hubert Myers, SA, USNR, Richard Viancour, SA, USNR, and William Beacham, SA, USNR.

Below decks, in Combat Information Center, Bob Yingling, SN, USNR, and Howard Stearn, SN, USNR, intently watch the ship's radar for possible contacts, while in the wheelhouse at the helm stand three other Reservists, Earl Bowman, SR, USNR, Eugene Chapman, SA, USNR, and Lawrence Davis, SN, USNR.

In the engine room (the PCE has two diesels), Reservists Daniel Moore, FN, USNR, William Hicks, FN, USNR, and Ronald Hyle, FA, USNR, keep the diesel engines humming smoothly under the direction of two ship's company enginemen.

By 0730, Watch One has been relieved, eats a hearty breakfast and is ready for the day's drills. On a typical day, these might consist of a drill simulating a collision with another ship along with a resulting fire below decks and an abandon ship drill.

Each Reservist has a role to play

in every drill. In a collision, for example, several men must carry the "shores," long four-by-four beams, used to "bolster up" the sagging side of a ship. Others bring fire-fighting equipment, wedges, gas masks, hammers, first aid equipment and pumps to the collision location. It is the teamwork of all hands that spells success or failure in the effort to save the ship from sinking or burning to a hulk.

The drills over, it is time for the members of Section One to go back on watch again, this time for a short "dog watch" of two hours instead of the usual four. After that, dinner, a movie that will be shown on the boat deck, and sack time.

All drills emphasize the "learn by doing" concept of Navy training. The first drills are "dry runs," dummy drills designed to show each man what his job is and how to do it. During a gun drill, for example, Reservists man all positions on the gun with the exception of that of gun captain, which is manned by the ship's company gunner's mate, an experienced man, Graham Lowery, GM1, USN, who had two ships shot out from under him during World War II.

Then, when all hands are familiar with the techniques, a target (four balloons lashed to a couple of planks) is dropped over the side. the ship pulls away to a distance of perhaps 3,000 yards and the gun crews open fire with the ship's three-incher, the 40-mms, and 20-mms.

The same with man overboard



RESERVISTS load up during gunnery practice on board PCE. While on cruise, men learned how to man all positions on gun with exception of gun captain.





RESERVISTS stand inspection in whites. Right: PCE 895 was 'home' for Surface Division 5-11 on training cruise.

drill: when the Reservists have the routine down pat, a dummy is dropped over the side, the officer of the deck is told to take the appropriate action to pick up the "man overboard" and the ship circles and launches the motor whaleboat which goes to rescue the supposedly drowning man.

Liberty in Havana comes as a welcome break in this shipboard routine. From the Friday morning when the ship steamed past venerable Morro Castle into the broad and busy harbor, until Monday morning when 895 cast off her lines and headed for home, crew members — Reservists and Regulars alike — enjoyed the many sights and pleasures of a week-end vacation in sunny, pleasure-minded Havana.

The Cuban Navy extended its helping hand to guide the U.S. Navy-men around Havana. Lieutenant Gaston Planas was an obliging guide and helpful friend. With the aid of Lieutenant Planas, men of 895 found Havana to be a city of contrasts between the old and the new.

On the one hand they saw ancient reminders of the Spanish occupation of the island and the Cuban fight for freedom — points of historical interest like the old forts: La Fuerza, which is now the city's main library; La Punta, from whose battlements Cuban sailors now fire a salute to all naval ships of other nations which enter Havana Harbor, and the famous Morro.

They also saw signs of the grow-

ing, modern Cuba — the gold-domed Capitol building, which looks much like ours at Washington; the ornate Presidential Palace; the broad, winding Malecon Boulevard which runs along the city's waterfront; modern downtown hotels like the Nacional; beautiful beaches and even an amusement park named "Coney Island."

The men of the 895 were interested to see the Maine Monument, constructed with funds donated by the Cuban government and citizens, which commemorates the disaster to the U.S. battleship *Maine* which blew up and sank in Havana harbor 55

years ago just before the outbreak of the Spanish-American War.

On the northward trip, the Reservists continued the heavy schedule of training above and below decks. As the PCE pulled into Newport News two weeks later, the part-time sailors who are shorebound most of the year agreed that the training cruise had given them a good taste of life on salt water. More than that, it had given another group of Reservists the training they would need if and when they should be called into active service to help build up the nation's defense.



BOAT DRILL—Naval Reservists get knack of lowering boat under guidance of William R. Miller, Jr., BMGC, USNR—another phase of seamanship.





VESSEL flies quarantine and 'Mike-Jig,' flag, inquiring "Have you a doctor?" as PHS doctor boards her for inspection.

Public Health Service—

## It Answers the Call of the Queen Flag

*This is the fifth in a series of articles which All Hands will publish from time to time on other services and activities of the U. S. whose work is applied to, or has an important effect on, the Navy, its ships or its personnel.*

ONE of the first requirements of ships entering a busy harbor on our East or West Coasts is to raise the "Q" flag. This is a request to the Public Health Service to send representatives aboard and certify that the ship meets the health standards for entry into the U. S.

The Navyman who knows of this requirement is surprised — upon returning to a U. S. port from his first foreign cruise — that his Navy ship doesn't have to lie in quarantine like other American and foreign vessels.

"What's the reason for this break?" the sailor asks. "How come we don't have to hang around the harbor with our yellow 'Q' flag flying, along with the other ships waiting to disembark?"

Behind this "break" is an understanding that has been reached between the Navy and officials of the U. S. Public Health Service of the Department of Health, Education, and Welfare. And behind this understanding is the traditional personal cleanliness of Navymen and their desire to "keep a clean ship." Other factors are the periodic inspections by ship's officers and the Navy's rigid code of medical standards.

Of course a returning Navy ship does not just "sail into port" as far as medical matters are concerned. The ship's commanding officer or doctor must first report to the Public Health authorities on the beach that his vessel is free from exposure or disease. Also at this time he may ask the authorities about the health conditions in the port. For example, he may ask about fishing or swimming conditions in the area or how often the garbage scow makes its rounds of the ships. If he has any technical questions about the sanitary regulations or

health conditions of the port, he can get the answers from the Public Health Service.

Man has been aware of the relationship of the spread of disease to travel for many centuries and for this reason not every ship that arrives in a U. S. port can be given "free sailing" by health authorities. Standing by to protect the nation from infectious disease that might be brought in by ships or planes is the U. S. Public Health Service.

That's why all ships are automatically placed under quarantine when they arrive in a U. S. port. However, whereas the Navy ship clears itself in a verbal declaration from its C. O. or doctor that the vessel is free from disease, all other ships must remain in quarantine until they have been inspected by the U. S. Public Health Service.

Some 20,000 ships each year are examined by PHS officials. Here's how they go about it:

When the ships come into port they



are required to fly the yellow "Q flag"—the quarantine flag that announces to everyone in the vicinity that the ship is in quarantine and cannot disembark or make personal contact with other ships until the Public Health Service has inspected and cleared the vessel. However, in order to be cleared as soon as possible, most incoming ships will notify the Public Health authorities on the beach where they will berth and the Quarantine Station sends out a launch (either their own or one from the Coast Guard) with an inspection party aboard.

After boarding the ship the inspection party examines the crew and passengers, checking their papers to see that they have all had any required immunization shots. The ship's captain is asked if there are any cases of communicable diseases aboard or if there have been any illnesses or deaths at sea, or if any sick persons have been off-loaded at another port.

The inspectors check the water supply, food supply, refrigeration, galley, dining quarters and inspect the cargo holds for rats. If rats are found or fresh evidence of rats, the ship must be fumigated or trapped with poison bait.

Rats have always been a source of trouble for sea-faring men both ashore and afloat. They infest ships, ports of call and shore stations. In addition to eating all the food they can find and damaging property they are reservoirs of disease. Among the infections they carry are jaundice, typhus, plague and pork worms.

The Public Health Service has found fumigation to be the most effective and thorough way to rid a vessel of rats. Before a ship can be fumigated it is flooded with tear gas in case there are any stowaways on board. After the tear gas has been circulated throughout the ship and no stowaways have shown themselves the deadly fumigation gas is released.

The Public Health Inspectors also check for any infectious cargo and pets, such as parrots, that might carry disease. Another item that is always examined is shaving brushes. Shaving brushes are scrutinized because they are made from cattle hair and can carry the deadly disease anthrax—an infectious and usually fatal disease of animals, especially cattle and sheep. Occasionally it will kill a man, to whom it may be transmitted by inoculation.

After the members of the PHS in-

spection party clear the ship, they board their launch and return to the Quarantine Station. Then the ship hauls down its "Queen" flag as a signal to the harbor officials that they have been cleared.

In addition to examining 20,000 ships a year, the Public Health Service checks more than 30,000 aircraft. Incidentally, there is a special precaution taken aboard incoming planes. About half an hour before an overseas plane arrives in the U. S., the stewardess sprays the inside of the plane with a solution containing DDT to kill any disease-carrying insects that might have gotten on board before take-off.

It's not known exactly when the idea for quarantine stations was first conceived but it seems probable that the detention of ships and travelers as well as the regulation of traffic at seaports was first practiced by the city of Venice early in the 14th century. Records show that as early as 1348 Venice had a rather severe but effective system for dealing with infected ships, travelers and merchandise—all goods belonging to infected persons were burned!

In 1403 a quarantine station was established in Venice that prevented a ship from landing freight or passengers if it was suspected of being infected with a contagious disease. This station idea was soon copied by other Mediterranean ports and from there it spread to other parts of the world.

In 1710 England passed a quarantine act. Eleven years later, merchant ships from the island of Cyprus, where plague was then prevalent, were burned in English waters by the sanitation authorities.

Today the Division of Foreign Quarantine carries on quarantine measures for the Public Health Service. It examines all persons and certain goods as well as the conveyances which bring them to the U. S., whether it is by sea, land or air. However, the Quarantine Division, which plays such an important role in the Nation's health, is only a small part of the Public Health Service.

When it was originally established by an act of Congress on 16 July 1798, the purpose of the Marine Hospital Service (which later became the Public Health Service) was to provide medical and hospital care for sick and injured seamen. Since that time its functions have been expanded by legislative action to include, in cooperation with other gov-



QUARANTINE lookout sights approaching ship. Below: Public Health Service officer boards the vessel.







**PUBLIC HEALTH** Service Doctor examines suspected quarantine case. Right: Doctor supervises removal from ship.

emental, voluntary and professional organizations, all activities that pertain to the Nation's health.

During the War of 1812 the Public Health Service's early counterpart provided medical care for wounded American sailors and for British prisoners of war.

In the Spanish-American War, still known as the Marine Hospital Service, it supervised, in cooperation with the War Dept., the sanitation of troop ships and established a quarantine inspection station for returning troops at Montauk Point, Long Island, on the request of the Secretary of War.

Public Health Service personnel are no strangers to Navymen. In time of war many of them have served in uniform, fighting to curb epidemics and lend their aid in maintaining safe standards of sanitation.

At the beginning of World War I, an Executive Order of the President made commissioned officers of PHS available for duty with either the Army or the Navy. In addition, a number of medical officers served aboard Coast Guard vessels. During the war period all facilities and stations of the Public Health Service were placed at the disposal of the Armed Forces for the care of the sick and wounded. Up to the time that the Veterans Bureau was established, PHS provided medical and hospital care for discharged servicemen.

When World War II came along, commissioned officers of the PHS were called upon again. They were assigned to military or naval duty as the services of special health experts were needed. In June 1945, by Ex-

ecutive Order, the President declared the commissioned corps of the PHS a military service and a branch of the land and naval forces of the U. S. Throughout the war, the PHS was responsible for the supervision of sanitation in areas surrounding military establishments and in certain industrial plants engaged in important defense work. They were also assigned duties in the administration of programs of venereal disease control and malaria control in war areas.

During World War II medical services for the Coast Guard were furnished by the PHS in this country as well as overseas during combat operations with the Navy. Many PHS experts were detailed to staff and military government commands in the various areas of operation, including the European, the South-Pacific and the China-Burma-India theaters.

Since World War II advances in medical science and growing public awareness of the primary importance of health have brought many new responsibilities to the PHS. It is now engaged in more than 30 different programs ranging from airport and seaport quarantine to chronic disease control and to research in atomic radiation.

Briefly the job of the Public Health Service today can be summed up in three major aims:

- To conduct and support research and training in medical and related sciences and in public health methods and administration.
- To provide a full range of medical and hospital services to persons authorized to receive care from the PHS.
- To assist the various States in

the application of new knowledge to the prevention and control of disease, the maintenance of a healthful environment and the development of community health services.

Generally speaking, these three functions are reflected in the organization of the Public Health Service. Research is the principal responsibility of the National Institute of Health. Medical and hospital care is the responsibility of the Bureau of Medical Services. Any aid to the States is the main job of the Bureau of State Services.

Here are a few highlights of the many achievements by the Public Health Service:

- Discovery of the cause, prevention and cure of pellagra (a disease characterized by eruption on the skin, a nervous condition and sometimes insanity).
- Development of preventive vaccines against Rocky Mountain spotted fever, typhus and mumps.
- Demonstrations of the use of fluorides to prevent dental decay.
- Development of a simple, inexpensive, rapid diagnostic test for trichinosis.
- Discovery of rickettsialpox as a new disease of man, transmitted to humans by mites living in rodents' fur.

These are only a few of the many achievements and services of the Public Health Service which help to point out that just as the Army, Navy and Air Force make up the forces that defend the Nation's freedoms so does the Public Health Service perform a similar mission of importance — it helps **guard** the Nation's health. —Ted Sammon.



# Waves Celebrate 11th Year on Navy Team

**T**HE Navy's Waves, celebrating their 11th anniversary as part of the Nation's defense team, have broadened their program in the past year not only geographically but also in the way of assignments women can perform.

From Texas to Tokyo, from New Orleans to Norway, you'll find Waves filling important Navy posts.

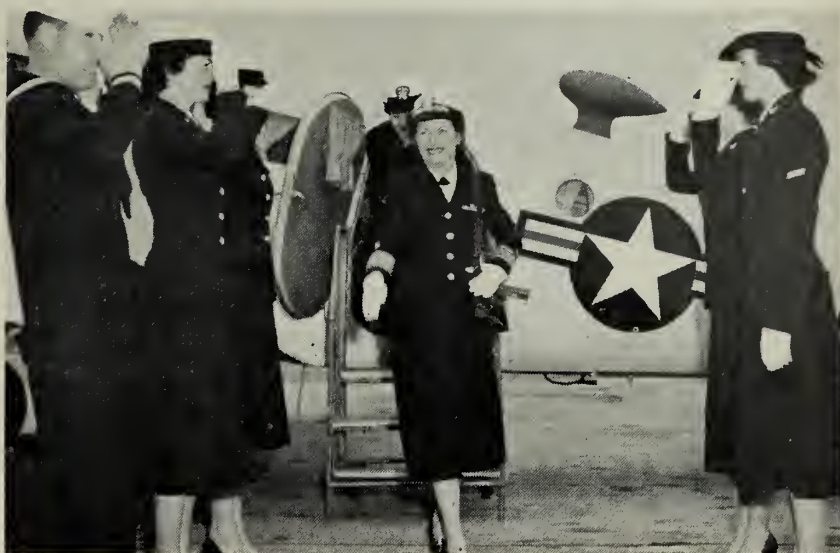
In addition to doing such well-known jobs as those of yeoman, hospital corpsman and communications technician, women fill other less usual billets such as parachute rigger and air controlman.

It was 11 years ago this month, 30 July 1942, that Congress authorized the Women's Reserve as a part of the Naval Reserve. They were called "Women Accepted for Volunteer Emergency Service." From this came the appropriate abbreviation "WAVES."

Six years later, on 12 June 1948, the President signed an act authorizing the enlistment and appointment of women in the Regular Navy, making them an integral part of the Regular Establishment as well as of the Naval Reserve.

At first, women accepted in the Naval Reserve were authorized to serve only within the continental limits of the U.S. and Hawaii.

More recently, however, Waves have been permitted to serve at a



FOUR WAVE 'SIDE BOYS' render honors to CAPT Joy B. Hancock, USN (W) (Ret.), in unusual ceremony shortly before her retirement as Director of Waves.

number of locations around the world, the latest spots being in Italy, France, Germany, Japan and Norway. Also, women now rotate duty assignments in the same manner as the men, except that the Waves do not serve in vessels or aircraft on combat missions.

Two more ratings have been opened to Waves in the past year. They are Sonarman (the Emergency Service Rating of SOH) and Radarman (RD) both of which are open to enlisted women in the Naval Reserve. Women sonarman and radarman will specialize in harbor defense work.

Here are some of the other "different" billets filled by Waves:

- The Navy sent two Wave officers of the Medical Service Corps to Korea to help study the psychological effects of war on American infantrymen.

- The first woman hospital corpsman was ordered to the Fleet Marine Force, reporting to the infirmary at Pearl Harbor, T.H., to attend women Marines and dependents.

- The first Wave officer entered psychological warfare training and was assigned to Japan.

- Waves are being assigned to harbor defense duties, after completing a course at the Harbor Defense School, San Diego, Calif.

- Enlisted Waves fill billets in 27 General Service Ratings altogether, in addition to a large number of USNR Emergency Service Ratings.

This year the Waves bid goodbye to their director since 1946, Captain Joy B. Hancock, USN (W), who retires. The new director is Captain Louise K. Wilde, USN (W).

Captain Wilde emphasizes that the mission of the women in the naval service remains the same today as it has been, to provide trained women capable of filling a variety of billets necessary to the operation of the Naval Establishment in peace or war. —Joyce Livingston, YNSN, USN(W).



WAVE STOREKEEPER checks boxes of supply material scheduled for shipment to overseas naval bases.



MOVIE PRODUCTION, at Naval Photographic Center, is prepared for screening by photographer's mate.



# LETTERS TO THE EDITOR

## Courses for Enginemen

SIR: (1) Is there a Navy Training Course for the two top pay grades for the Engineman rating?

(2) Is the Coast Guard correspondence course for ENC available to Navy men? — C. T. O., ENC(SS), USN.

• (1) *The training course for Engineman First and Chief is nearing completion and should be available by late 1954.*

(2) *Courses offered by the Coast Guard Institute are not available to Navy personnel. For a complete list of what to study for advancement in rating, check "Training Courses and Publications For General Service Ratings," NavPers 10052. — Ed.*

## Repairing the Ensign

SIR: In my paraloft are a couple national ensigns in fairly good shape except that they are "wind-whipped" at the edges. Somewhere I read that repairs may be made to the ensign, but I am reluctant to sew up the nation's flag until I am sure such authority exists. — L. F. B., PR1, USN.

• *Start threading your bobbins, Rigger. You can find authority for this in "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC 27). Para 118.2 states: "Minor repairs may be made to the ensign as required to maintain its fitness as an emblem."*

*If, however, the flag is in such condition that it is no longer a fitting emblem for display, it should be destroyed in a dignified way, preferably by burning. — Ed.*

## Crediting Emergency Leave

SIR: Is emergency leave, granted by the commanding officer under BuPers Manual Article C-6304, which leaves a minus leave credit at the end of the fiscal year, considered "excess leave"? Is the man's pay account checked when he comes up with this minus credit? — O. E. H., PNC, USN.

• *The approaching end of a fiscal year is not a factor in determining the amount of emergency leave that may be granted to a Navyman in accordance with BuPers Manual Article C-6304. When a minus leave credit results at the end of a fiscal year from such emergency leave, it is classed as "advance leave," subject to accrual during the new fiscal year. — Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Decorations and Awards to Seabees

SIR: A man in our outfit who said he was in the Seabees during World War II, stated that Seabees couldn't receive any decorations for their overseas duty. Were there any restrictions to this effect? — F. F., EM1, USN.

• *No, he was dead wrong. Any member of the Navy who was recommended for an award for service, and met the requirements of the law governing a particular award, was qualified to receive it.*

*Decorations were given not only to individual members of the Seabees, but also to several Construction Battalions, for services performed during World War II. — Ed.*

## Last Day of Travel is Day of Duty

SIR: In our office we are having a discussion about change-of-station orders, leave time and travel time. Say a man leaves Norfolk, Va., under permanent change of station orders on 25 April. He has five days travel time and 10 days leave. He reports aboard his new duty station at 0700 on 10 May. How much leave is actually charged against him?

Now, some of us say that 10 May should be counted as a day of duty. Reason: the man reported prior to 0900. Others say that the 10th should be counted as a day of travel and that any portion of it could be counted as a full day of delay. — T. J. F., YNTSA, USNR.

• *He is charged with 10 days leave. Surprisingly, both discussion groups are right. May 10 is a day of travel (irrespective of the hour of reporting) but it is also a day of duty since the man was required to report before midnight.*

*Perhaps the complete picture can better be seen by computing it in accordance with Art. C-5318(4) BuPers Manual.*

April 25. . . . . Detached (day of duty)  
April 26 through  
May 5. . . . . Leave (10 days)  
May 6 through  
May 10. . . . . Travel time, five days  
(reporting before midnight) — Ed.

## Retention of FRs on Active Duty

SIR: What is the policy in regard to Fleet Reservists volunteering to remain on active duty? The Fleet Reservists I have in mind are those who are eligible for release to inactive duty. — E. E. C., USNFR.

• *Subject to the approval of his commanding officer, a Fleet Reservist may execute (on page 13 of the service record) a request to remain on active duty for a minimum period of, and in increments of, 12 months provided he is physically qualified for sea duty.*

*Furthermore, a Fleet Reservist may be continued on active duty for a period of less than 12 months, if by so doing he will complete service requirements that will make him eligible for the next succeeding pay period. Other details on Fleet Reservists and Naval Reservists volunteering for retention on active duty are contained in ALL HANDS, June 1943, p. 46 and 47. — Ed.*

## No MOP for Fleet Reservists

SIR: I am a Fleet Reservist on active duty. Have been since February 1952, when I was transferred to the Fleet Reserve without leaving my present duty station. I am soon to be released to inactive duty in the USNFR and wonder if I will be eligible for mustering out payments? — W. J. B., TMTC, USNFR.

• *Under the provisions of the Veterans Readjustment Assistance Act of 1952, members transferred or returned to a retired or inactive list with retired or retainer pay are not entitled to MOP at the time of such transfer. Exception: those retired for physical disability under Title IV of the Career Compensation Act of 1949. — Ed.*

## Borrowing on NSLI Policy

SIR: How much may I borrow on my permanent National Service Life Insurance policy? Also, what is the interest rate charged on such loans? — H.H.M., JO1, USN.

• *You may borrow up to 94 percent of the reserve value of your insurance provided your policy is in force by payment of premiums for 1 year or longer. Interest is charged at the rate of four percent per year. The VA office to which you pay premiums will be glad to tell you what the reserve value of your policy is. Note that this applies only to permanent insurance policies. Since term NSLI insurance does not have a reserve value, it is not possible to borrow on term insurance. — Ed.*



## Guided Missile School

SIR: I would like some information on two questions. (1) A year ago I was nominated by my commanding officer and ComServLant for a course of instruction at the Guided Missile School. Is my request still under consideration or was I rejected? (2) Since duty aboard ships assigned as Naval Reserve Training ships is now considered sea duty, was my tour of duty at this type billet from August 1947 to October 1949 considered sea duty?—H. L. M., GMC, USN.

• (1) *Candidates for Guided Missile School are selected by BuPers on a competitive basis and a waiting list is not maintained. If you were not ordered to the class for which you were nominated, you will not be given further consideration unless you are again nominated by either ComServLant or ComServPac.*

(2) *Duty in Reserve Training ships is now considered sea duty for sea/shore rotation purposes. Prior to 1 January 1950—the time you're concerned with—such duty was computed as shore duty. Therefore the time you served in that billet was computed as shore duty.*—ED.

## Points Given for Medal Earned

SIR: I have a question regarding Factor D of the Multiple Computation on Report of Examination for Advancement or Change in Rate or Rating (NavPers 624). Must a man have actually received a Good Conduct Medal or clasp to be credited with one point? Or may he be credited with the point if it had been earned only (as evidenced by service record entry) but not actually received?—C. F. F., PN1, USN.

• *It need be earned only—not actually received. Paragraph 2 (b-3) of enclosure (1) to BuPers Instruction 1430.7 of 13 Feb 1953 gives additional information on this point.*—ED.

## Warning Is Not Punishment

SIR: There is a difference of opinion here whether a warning issued at Captain's Mast should be entered on page 13, Administrative Remarks, in the man's service record and as a result, lower the man's conduct mark. Or, that a warning is not punishment and should not be entered in the service record. What is the right answer and where can it be found?—G. S. Y., YNC, USN.

• *The correct answer is that a commanding officer may issue a warning at Captain's Mast, however a warning is not considered a "punishment." A Captain's Mast which results only in a warning should not normally be entered in the service record, but should be entered in the Unit Punishment Book. The only exception to this is in the case of unauthorized absence, which is covered by Art. C-7819(5), BuPers Manual.*

*Where marks are assigned and the proceedings of the court martial are later set aside, such marks assigned as a result*

*thereof shall be cancelled. In other words, a man's conduct marks would not be lowered as the result of an unauthorized absence when the offense is dismissed with a warning, and in accordance with Art. C-7821(6)(c), special marks should not be entered as a result of a warning.*—ED.

## Armed Forces Reserve Medal

SIR: A question has come up regarding the eligibility requirements for the Armed Forces Reserve Medal. Has any provision been made to include USN(T) service in computing the 10-year service in the Naval Reserve?

In the case I have in mind, an officer served three years during World War II as a commissioned officer (USN(T)) and then became a Reservist after the war. His naval service, therefore, will have covered a 13-year period.—D. E. J., LT, USNR.

• *No provision has been made to include USN(T) service in adding up the 10 years' service. USN(T) time is still counted as USN rather than USNR time. However, by continuing his USNR service, he continues to accumulate time toward the following requirement: "That such ten years of service are or have been performed within a period of twelve consecutive years."*—ED.

## Advancement from E6 to E7

SIR: I have three questions regarding the requirements for advancement from pay grade E6 to E7.

What determines the amount of time in rate between E6 and E7—months or years?

If a person was advanced to pay grade E6 on, say, 16 October, any year, when is he eligible to take an examination for advancement to E7?

If a person is short three months of the required time, will he be permitted to take the examination in hopes of being advanced on a second list if there is one?—A. L. S., RD1, USN.

• *The amount of time in rate required for advancement from pay grade E6 to E7 is 36 months.*

*Your second question may best be answered by the following example: The earliest examination in which a person, who was advanced to pay grade E6 on 16 Oct 1951, may be eligible to participate is the one expected to be conducted in February 1955.*

*The answer to your third question is no. The member must meet all eligibility requirements for advancement to pay grade E7 by 16 June of the year in which examined. For example, if the contestant has served three years in rate by 16 June, he is eligible to compete in the examinations for pay grade E7 usually held the first Tuesday the previous February. For details see BuPers Inst. 1418.7 (13 Feb 1953).*—ED.



AUXILIARY ocean tug (ATA), one of 50 types of auxiliaries, serves on high seas and inland waters.

## Sea Pay for Inland Vessels

SIR: I am a crew member of USS Accokeek (ATA 181), an auxiliary ocean tug working out of Philadelphia, Pa. I wonder why we don't draw sea pay. Crews of other East Coast ATAs draw sea pay, I hear.—H. E. V., EN2, USN.

• *Determination of the sea and foreign service duty status of crew members of your ship and others in a similar status is based on the interpretation of an Executive Order which, in turn, is based upon the Career Compensation Act of 1949. This Executive Order is presently being reviewed for a definition of what constitutes "restricted to service in the inland waters of the United States." This term has been interpreted to preclude payment in the case of your vessel and vessels in a similar status—except while such vessels are actually operating outside inland waters for a period of eight or more days in each case.*

*If there is a change in entitlement to sea pay, it will be carried in ALL HANDS.*—ED.

## NSLI Payments to Beneficiaries

SIR: If a Navyman doesn't specify how he wants his National Service Life Insurance paid out, in what form will his beneficiary receive it after he dies? E.A.R., SK1, USN.

• *If he has made no selection of any mode of settlement, the insurance will be paid to his beneficiary in 36 equal monthly installments. The beneficiary, however, has the right to change to any other method of settlement, so long as it's on the installment plan and not a lump sum payment.*—ED.



## Round-up of Answers to Queries on Sea and Shore Rotation

Many letters received by ALL HANDS deal with the subject of sea-shore rotation. Here are some of the most frequently asked questions and answers. Other points on sea-shore rotation for enlisted men are covered by BuPers Inst. 1306.20 (10 Dec 1952) and the February 1953 ALL HANDS, pp. 48-51.

SIR: After a tour of sea duty, I was ordered to a tour of BuPers shore duty. Does my shore duty time commence on the date I reported to the Stateside naval receiving station or on the date I reported in to my permanent duty station?—R. P. P., DTC, USN.

• *It commences on the "date of first reporting to duty ashore in the continental U.S." In your case, it was on the date you reported to the RecSta.—Ed.*

SIR: My sea service requirement calls for 24 months at sea. Does the time I spent as a recruit at the Naval Training Center count toward this sea service?—L. H. M., JOSN, USNR.

• *No. Time spent as a recruit in the NTC does not count as sea duty.—Ed.*

SIR: After my recruit training I went first to a Class "A" service school, then to a naval district headquarters for duty. I consider the NavDist duty as my first permanent duty assignment. What date is my shore duty computed from?—C. B., ET3, USN.

• *The date of commencing shore duty, as stated above, is "the date of first reporting to duty ashore in the continental U.S." Since you have been ashore from the start of your career, your "shore duty time" began when you reported for recruit training.—Ed.*

SIR: I have served in this ship for three years with only one break in my sea time. This was last year when I went—on a returnable quota—to a service school for four months. How does this service school time count toward my sea duty time?—E. W. D., GM3, USN.

• *In your case, service school time*

*counts as sea duty. According to the Instruction, duty in the continental U.S. between sea assignments for a period of less than 12 months is considered sea duty for computation of eligibility for placement on the Shore Duty Eligibility List.—Ed.*

SIR: Take the case of a man on shore duty who was transferred from his shore duty station to a naval shipyard for temporary duty in connection with the conversion of an aircraft carrier and for duty on board that vessel when placed in commission.

After he spent two months in a temporary duty status at the shipyard, his ship went "In Commission in Reserve." For the next two months he lived aboard the carrier which was still undergoing conversion. At the end of this time the ship was placed in full commission and made ready for sea. When does sea duty for rotational purposes commence?—E. E. S., SCLK, USN.

• *In this case, on the date he reported to the shipyard. Had the temporary duty awaiting the commissioning been longer than three months, however, sea duty time would have begun when the ship was put "In Commission in Reserve."—Ed.*

SIR: I expect to be ordered to Bureau shore duty in the near future. However, I have but 18 months remaining in my enlistment while the normal tour of shore duty in my case is 24 months. I understand that there exists an "Agreement to Extend" for those who wish to obtain the necessary obligated service. For cases such as this is there a minimum extension time? Could I extend for, say, five or six months?—J. C. F., CD3, USN.

• *A minimum extension time of one year exists for such a case—as outlined in BuPers Manual, Article C-1406.—Ed.*

SIR: The sea service requirement for my rate is 48 months. Do I have

to wait until the completion of 48 months before I can submit my shore duty request?—V. L. G., BT1, USN.

• *Yes. One of the eligibility requirements for those who submit requests for shore duty is that they must have the required sea service time.—Ed.*

SIR: Is the machinist's mate rating "frozen" in regards to shore duty?—N. A. R., MMC, USN.

• *In matters of sea/shore rotation no ratings are "frozen". The provisions of the basic directive (BuPers Inst. 1306.20) apply equally to all ratings, and shore duty billets exist for all ratings. It is true, however, that certain ratings have a higher ratio of shore to sea billets than other ratings.—Ed.*

NOTE: To clear up a point that seems to confuse many ALL HANDS readers, shore duty—for the purpose of sea-shore rotation—is either "Bureau" shore duty or "Fleet" shore duty. The above questions deal only with Bureau shore duty.

Not all "shore duty" is the subject of directives issued by BuPers. In other words, a man being assigned duty ashore may be assigned by commands other than BuPers. Chief among these are the Atlantic and Pacific Service Force commanders. Service Force commanders assign duty at certain shore based fleet activities both within and outside the continental U.S. Assignment to practically all overseas shore duty (overseas service) is administered directly or indirectly by the ServFor commanders. The only exception to this is Attache-Mission duty which is handled by BuPers.

In general, Bureau-controlled shore duty covers duty in the allowances of activities in the continental U.S. Naval Districts and River Commands, Navy Department bureaus and offices, and the air and airship training commands. The Bureau also details men to all recruiting duty and to instructor duty in the U.S.

### Duty on Reserve Training Ship

SIR: I was ordered to Naval Training Center, Great Lakes, Ill., for a normal tour of shore duty. Two months later I was ordered to Temporary Additional Duty on board one of the Reserve training ships on the Lakes for approximately five months and then returned to my permanent duty station. I drew sea pay while on TAD but have been told that the five months counts as shore duty. What is the straight dope?—E. A. R., QM1, USN.

• *Duty in Reserve Training Ships subsequent to 1 Jan 1950 is considered sea duty for purposes of computing sea/shore rotation. If a normal tour of shore duty is interrupted during the first*

*12 months by three or more months of continuous sea service, all service prior to the date of return to shore duty shall count as sea duty, according to paragraph 6(c), BuPers Inst. 1306.20 (10 Dec 1952). According to your statement, your current tour of shore duty commenced on the date of your return from Reserve Training Ships to your permanent duty station.*

For an official determination of the date of commencement of your current tour of shore duty, you may submit an official request to the Chief of Naval Personnel (Attn: Pers B211k), via your commanding officer requesting clarification on the date your shore duty commenced.—Ed.

### Resumption of G.I. Training

SIR: I am a Navy veteran of World War II. I was in training under the G.I. Bill but am now in the hospital with a leg injury. Even though the cut-off date has passed for training under the World War II G.I. Bill will I be permitted to resume my studies after I get out of the hospital since I was forced to stop my training because of an accident?—J. E. L., YN2, USNR.

• *Yes. But you must resume your training within a reasonable time after you recover from your injury. You should check with your Veterans Administration regional office as soon as you can to learn what would be considered a "reasonable time," in your case.—Ed.*



## Song of the Sea

SIR: I was particularly interested in one of your Songs of the Sea, "The Mermaid," which appeared on page 58 of the April 1953 issue: But you left out several verses. I think the second is especially susceptible to a rousing, shouting rhythm. — R. D. B., CAPT, USN.

• *Thank you for your interest in the Songs of the Sea. Since this fixture is tailored to fit a certain space in the magazine, the complete song could not be printed. Here are the other verses you sent us (of which there are several versions):*

*Then up spoke the Cook of our gallant ship,*

*And a red hot Cook was he;*

*"I care more for my kettles and my pots,  
Than I do for the depths of the sea."*

*Then up spoke the Captain of our gallant ship,*

*And a well spoken man was he;*

*"I have a wife in Salem town,*

*But tonight a widow she will be."*

*The song was a favorite in the Navy in the days before World War I. — Ed.*

## New Form of Term Insurance

SIR: Can you tell me if the term insurance which has been available to veterans who served since Korea pays dividends.—T. S., SN, USN.

• *No. The new forms of insurance for post-Korea veterans are non-participating; that is, they do not pay dividends. However, the premium rates are lower than for any other form of Government insurance.—Ed.*



DIVER plies his torch to underwater welding project. Salvage operations are part of Navy divers' work.

## Ratings Eligible for Diving School

SIR: I am attending Machinery Repair School in San Diego and I would like to volunteer for Deep Sea Diving School. Are men with the Machinery Repairman rate eligible? — R. B. S., MRFN, USN.

• *Personnel in the rating of Machinery Repairman are not eligible to attend Deep Sea Diving School. Only personnel in the BM, TM, ME, DC, GM, FP, EN and MM ratings are eligible. More information is contained in the Catalog of U. S. Naval Training Activities and Courses, NavPers 91769. — Ed.*

## Active Duty and G. I. Bill Training

SIR: I meet all the eligibility requirements for training under the Korean G.I. Bill. However, I've recently gone back on active duty. May I take a correspondence course under the program even though I'm in the Navy?—D. O. T., FP2, USN.

• *No, veterans back on active duty may not train under the law. Even though you meet all other eligibility requirements, the law requires that you be a civilian when you take your training under the Korean G.I. Bill.*

*When you are separated, however, you may then enroll under the Korean G.I. Bill provided you begin your training within two years of your discharge. — Ed.*

## Ratings Considered for WO Grade

SIR: Were there any CPOs and PO1s from the Trademan rating considered for appointment to Warrant Officer (W-1) in 1952?—R. H. R., TDC, USN.

• *CPOs and PO1s of all ratings, including Trademan, who had six years active duty or had reached their 35th birthday by 1 January 1952, were considered for appointment. From the personnel who fell into this category, more than eight hundred men of all ratings were selected for appointment to Warrant Officer (W-1).—Ed.*

## QM's Badge Once Worn by SOs

SIR: Did a Sonarman use to wear a Quartermaster's rating badge on the left arm before the Sonarman's rating badge came out?—R. N. B., SO1, USN.

• *Yes. In BuNav (Now BuPers) Circular Letter 33-42 (24 Feb. 1942) the rating badge for quartermasters was authorized to be worn by soundmen (now Sonarmen) second and third class "pending recommendations of the Navy Department Uniform Board regarding rating badges for these new ratings. . . . —Ed.*

## Admission to U.S. Naval Home

SIR: How are Naval personnel admitted to the U.S. Naval Home at Philadelphia, Pa.?—R. L. R., YN1, USN.

• *Enlisted personnel are admitted to the U.S. Naval Home by the Chief of Naval Personnel as provided for by the BuPers Manual. Officers, until recently, were admitted only by the Chief of Naval Personnel under authority orally delegated by the Secretary of the Navy. Such authority was recently confirmed by the Secretary of the Navy, and BuPers Manual was revised accordingly by Change No. 5.—Ed.*

## POs on Shore Patrol Watches

SIR: Is it true that there is a BuPers Circular Letter excusing Supply personnel from being assigned to shore patrol watches? — B. M. S., SK3, USN.

• *Assignment of personnel to shore patrol duty is the responsibility of the commanding officer and there is no limitation as to the types of ratings which can be so assigned. All petty officers should be qualified to stand this type of duty. There is no BuPers directive exempting Supply Corps personnel from this duty, although it is possible such may be the local practice. — Ed.*

## White Noses Turn Blue

SIR: We in ComServRon 4 would like to get some information concerning crossing the Arctic Circle. In order to set up properly a "Crossing the Circle" ceremony in the forthcoming Operation Nanook, we would like to know what you call those persons who have not yet entered into "the Domain of the Polar Bear."

— C.F.S., CAPT, USN.

• *According to several well-known authorities on the chilly lands to the north (as well as two penguins of our acquaintance) a man who has never crossed the Arctic Circle is called a "White Nose or "Plain Nose." The sailor who has a first-hand knowledge of the bergy bits and ice and snow of the Far North, you remember, is known as a "Blue Nose."*

*And according to the information published in the ALL HANDS article "Are You a Whale Banger? A Blue Nose?" in the November 1952 issue, adventurers to the northlands may be eligible for one of two certificates — either the "Northern Domain of the Polar Bear Certificate" or the "Royal Order of the Blue Noses." — Ed.*

## USS Corsage

SIR: In your May issue you asked for folks to send in nicknames of their ships so ALL HANDS can use them in a future article.

I doubt that this will qualify as a nickname, but in 1948 while I was attached to USS Kearsarge (CVA 33) I actually received a letter addressed to "USS Corsage."

Pretty good, considering there were no marks on the envelope indicating directory service. — C.S.S., CAPT, USN.

• *Certainly does, Captain. Even the Navy Postal Service, evidently, wants to give bouquets to the carrier Kearsarge.*

*Incidentally, letters with ships' nicknames have been arriving daily. Other Navymen should send in their ship's unofficial moniker, with a brief account of how it came into being. — Ed.*



### Diver's Distinguishing Mark

SIR: I was graduated from Navy diver's school at New London, Conn., in 1945. I have broken service and I have not requalified as a diver during my present enlistment. Am I still entitled to wear the Diver's distinguishing mark? Can I still request a chance to requalify or would the fact that I now have an aviation rating make a difference? — W. S. R., AD2, USNR.



Master Diver

• The diver helmet emblem may be worn only while qualified as a Master, First Class, Salvage or Second Class Diver. All Navy divers must requalify at least once every six months. Aviation ratings are not eligible to attend Naval Schools for deep sea or salvage divers. However, any rate or rating may attend the Naval School, Salvage (Diver Second Class), located at Bayonne, N. J., or any one of the activities listed in BuPers circular letter 13-52 which are authorized to train and qualify Second Class Divers, provided the activity to which the applicant is attached has an allowance and a need for such divers. — ED.

### Qualifying for Pensions

SIR: An ALL HANDS article (June 1952) on survivors eligibility for pension states that "World War II veterans must have been discharged or separated under conditions other than dishonorable..." Does retirement with retired pay constitute separation in the meaning of this statement? It would appear that the pension eligibility requirements are far more liberal for World War I veterans than for those of WW II. Is it true that under existing law the majority of survivors of World War I veterans probably would qualify for pension whereas the majority would not so qualify in the case of WW II veterans? — W. W. P., LCDR, USN.

• Retirement with retired pay does constitute the separation requirement in the statement "World War II veterans must have been discharged or separated under conditions other than dishonorable..." and as veterans, retired persons may, by making certain elections, qualify for the compensation or pension benefits provided by the Veterans Administration. However, it should be realized by persons interested in either of these benefits that an election to receive retirement pay may bar the receipt of VA compensation or pension entirely or, if combined with these VA benefits, may not result in monthly payments which

would exceed the larger of the two amounts available as retirement pay or VA compensation. Some retired persons may, however, find it advantageous from an income tax standpoint to elect to receive VA compensation or pension in lieu of an equal amount of retirement pay since the entire amount of VA payment is tax free.

The pension requirements of survivors of World War I veterans are somewhat more liberal than the eligibility requirements for either World War II or Korean service. In World War I cases, the veteran must have either rendered 90 days or more service, or have been discharged from service for a disability incurred therein, or must have been receiving or had been entitled to receive at time of death, compensation or retirement pay for service-incurred disability whereas, in WW II or Korean service cases the veteran must have been receiving or have been entitled to receive compensation or retirement pay for service-connected disability or at the time of death have had a service-connected disability for which compensation would have been payable if it were 10 per cent or more in degree. Ninety days active service is required unless separated sooner for a service-connected disability.

A complete round-up on the rights and benefits of retired Navymen appeared in ALL HANDS, February 1953, pages 30-36. — ED.

### Transfer from Ready Reserve

SIR: When figuring the amount of active duty a man has in order to transfer from the Ready Reserve to the Standby Reserve, can the time spent in the V-12 training program be counted as active duty service? — S. L. L., LT, USNR.

• No. Under the provisions of the Armed Forces Reserve Act of 1952 the time spent in a Naval training program as a V-12 student cannot be counted as active duty when computing active duty service as qualifying service for transfer from the Ready to the Standby Reserve. — ED.

### Korean G.I. Bill

SIR: I am a veteran of World War II and the Korean conflict. I am interested in obtaining educational benefits of the Korean G.I. Bill, but my State has not passed this law, so I am told. What is the latest information on schooling under the G.I. Bill? — R.L.C., TN, USNR.

• The Veterans' Readjustment Assistance Act of 1952, the so-called Korean G.I. Bill, is a Federal law and the benefits offered by it are available to certain qualified persons who served in one of the armed services during the Korean conflict. It is suggested that you take your Form DD-214 to your local Veterans Administration regional or field office for further assistance. — ED.

### Early Discharge

SIR: I would like to know if I can request an early discharge in order to meet a school convening date. My enlistment expires on 13 Nov 1953 and the school I wish to attend commences 13 September 1953. — A. E. R., DT1, USN.

• BuPers does not authorize the early discharge of naval personnel for their own convenience, such as for the purpose of returning to school. — ED.

### Occupation Service Medal

SIR: I understand that the Navy Occupation Service Medal is still being awarded Navymen in Germany. Is it still being given for duty in Japan? — R. C. G., JO1, USN.

• No. The Navy Occupation Service Medal may be awarded Naval personnel who performed occupation duty in the Asiatic-Pacific area during the period 2 September 1945 to 27 April 1952, excluding service in Korea from 27 June 1950 to the present (covered by the Korean Service Medal). The Navy Occupation Service Medal is still being awarded for duty in Germany as your state. — ED.

### Duty with AFRS

SIR: Can you tell me something about duty with an Armed Forces Radio Service station and how I should go about requesting such a billet? — H. T. S., ETSN, USN.

• The Armed Forces Radio Service utilizes a considerable number of enlisted men throughout its operation. However, it is almost entirely an overseas operation. There are relatively small shortwave units operating from New York and Los Angeles and their personnel requirements are small.

Qualifications for AFRS personnel are essentially the same as required for commercial radio installations. Billets are set up for Writer-Producer, Radio Repair, Shortwave Production Engineer, Shortwave News Announcer, Shortwave Editor and Sports Announcer and Shortwave News and Special Events Editor.

Previous experience in an AFRS or civilian installation is highly desirable. An announcer must have "an active and intelligent mind, a basic understanding of human nature, a pleasant personality, a good character, a knowledge and understanding of the armed forces, a trained and cultured voice and the ability to think clearly and speak intelligently."

Requests for duty with AFRS in the U. S. should be submitted to the Chief of Naval Personnel in accordance with Article C-5203, BuPers Manual, and must include a brief resume of past experience and training. Requests for assignment to overseas AFRS billets should be submitted to ComServLant or ComServPac as appropriate, via the chain of command. — ED.

# List of Latest Announcements of Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Tappahannock* (AO 43)—The second annual reunion will be held in Boston, Mass., on 26 Sept 1953. For information and reservations, contact Fred Davis, Jr., 911 York Ave., Pawtucket, R. I.

• *uss Pocahontas* (World War I transport)—A reunion will be held in St. Louis, Mo., from 31 August to 3 Sept 1953, in connection with the National Convention of the American Legion. A second reunion will be held at Hawk's Nest Beach, Old Lyme, Conn., on 10 and 11 Oct 1953. For further details, write Joseph P. Sullivan, President, 117 Hebron St., Hartford, Conn., or R. Fairley Morris, Secretary, Box 117, Maxton, N. C.

• *82nd Naval Construction Battalion*—The seventh annual reunion will be held on 18, 19 and 20 Sept 1953 at the Lord Baltimore Hotel, Baltimore, Md. Contact Vincent D. Wright, 242 Carroll Ave., Ashville, N.C., or James Greenwood, 147 Bathurst Ave., North Arlington, N.J.

• *uss Intrepid* (CV 11) — Reunion of all hands — ship's company and air groups that served aboard — is being planned for 14-16 Aug 1953 the 10th Anniversary of the ship's commission-

ing. For information, write to James T. Clark, 844 Washington Bldg., Washington 5, D.C.

• *8th Naval Construction Battalion* — The second annual reunion will be held in New York City on 18, 19 and 20 Sept 1953 at the Henry Hudson Hotel. Former members are requested to contact Edward Sanford, 90 Woodland Ave., Bridgeport 5, Conn.

• *5th ND Shore Patrol* — The fifth annual reunion will be held 28 and 29 Aug 1953 in the Frederick Hotel, Huntington, W. Va. All former members, their families and friends are invited. For information, write to Woodrow W. Hunter, 67 Fairfax Drive, Huntington, W. Va.

• *uss Owen* (DD 536) — The sixth annual reunion will be held in Cleveland, Ohio, at the Hotel Alberton on 4, 5, 6 and 7 Sept 1953. For information, write Edward M. Ference, 5703 Velma Ave., Parma 29, Ohio.

• *First Marine Division* — Veterans of the First Marine Division who have served with this unit in Guadalcanal, New Britain, Peleliu, Okinawa, China and Korea, will meet at the Hotel Sherman in Chicago, Ill., on 7, 8 and 9 Aug 1953. Interested persons should contact Thomas H. Barry, First Marine Division Association Reunion Committee, Hotel Sherman, Chicago 2, Ill.

• *Waves* — All Waves are invited to attend the 11th Annual National Wave

Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• *uss Jacob Jones* (DE 130) — It is proposed to have a reunion of officers and enlisted men who served in this ship during the first two years it was in commission, at a time and place to be designated by mutual consent. Those interested, contact, C. A. Boone, Hotel John Marshall, Richmond, Va.

• *uss LST 922* — The crew of this ship interested in a reunion, to be held at a time and place to be decided, may contact Frank Coughlin, 238 Liberty St., Lowell, Mass., or W. R. McGearry, 1124 Jay St., Rochester, N.Y.

• *uss Sloat* (DE 245) — Former crewmen of this ship interested in a reunion should contact Lou Perlman, 570 Ralph Ave., Brooklyn 33, N.Y.

• *uss PCS 1414* — All hands who served in this ship and are interested in a reunion, please contact Leland X. Stanford, RF #1, Burlington, Ky.

• *uss Gridley* (DD 380) — It is proposed to have a reunion of officers and enlisted men who served in this ship during the period 1942-45, at a time and place to be designated by mutual consent. Those interested, please contact Harold B. Scanlon, 115 So. 10th St., Saginaw, Mich.

...how to send **ALL HANDS** to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



# SPECIALTY MARKS OF E

## DECK GROUP (I)



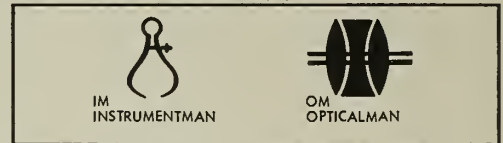
## ORDNANCE GR



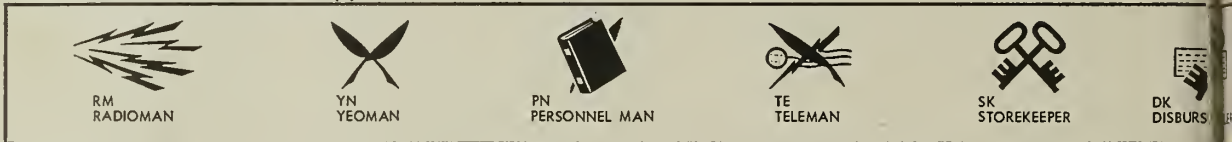
## ELECTRONICS GROUP (III)



## PRECISION EQUIPMENT GROUP (IV)



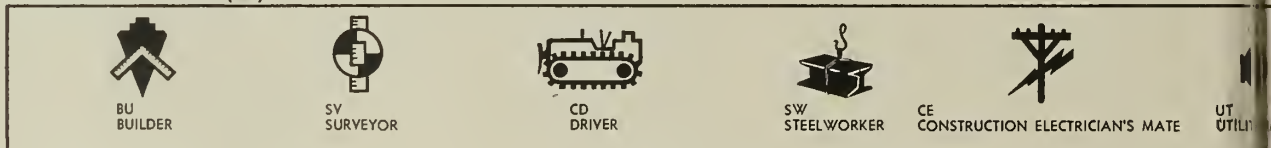
## ADMINISTRATIVE AND CLERICAL GROUP (V)



## ENGINEERING AND HULL GROUP (VII)



## CONSTRUCTION GROUP CC (VIII)



## AVIATION GROUP (IX)



## EXCLUSIVE EMERG



The following Exclusive Emergency Service Ratings are to be

# ED NAVAL PERSONNEL



FC  
FIRE CONTROLMAN



FT  
FIRE CONTROL TECHNICIAN



TM  
TORPEDOMAN'S MATE



MN  
MINEMAN



GS  
GUIDED MISSILEMAN

↑ By 31 March 1956 the merging of FC and FT ratings will be completed. FC rating will be discontinued and FT will remain as the designated rating. Insignia at right will be discontinued and the insignia at left will be the designated insignia.

## MISCELLANEOUS GROUP (VI)



PI  
PRINTER



LI  
LITHOGRAPHER



DM  
DRAFTSMAN



MU  
MUSICIAN

↑ To be combined with LITHOGRAPHER (right) over a period of five years. Insignia will be LI insignia.



MA  
MACHINE ACCOUNTANT



JO  
JOURNALIST



CS  
COMMISSARYMAN



SH  
SHIP'S SERVICEMAN



CT  
COMMUNICATIONS TECHNICIAN



BT  
BOILERMAN



ME  
METALSMITH



FP  
PIPE FITTER



ML  
MOLDER



PM  
PATTERNMAKER

## MEDICAL GROUP (X)



HM  
HOSPITAL CORPSMAN

## DENTAL GROUP (XI)



DT  
DENTAL TECHNICIAN

## STEWARDS GROUP (XII)



SD  
STEWARD



CM  
MECHANIC



AE  
AVIATION ELECTRICIAN'S MATE



AM  
AVIATION STRUCTURAL MECHANIC



TD  
TRADEYMAN



AB  
AVIATION BOATSWAIN'S MATE



PH  
PHOTOGRAPHER'S MATE



AQ  
AVIATION FIRE CONTROL TECHNICIAN



GF  
AVIATION GUIDED MISSILEMAN

↑ (AF rating eliminated as of 31 Dec 1953; combined with PH rating.)

## SERVICE RATINGS



ESR  
TRANSPORTATION MAN



ESU  
BOOKER  
(Motion Picture Service)



ESV  
AVIATION PILOT



ESW  
WELFARE AND RECREATION LEADER



ESX  
SPECIALIST

d: ESA, ESB, ESK, ESS, EST. Dates have not been set.



# Here's Your New Rate and Rating Structure

AS the techniques of naval warfare change, the Navy's rating structure changes with it. New weapons, and new ways to use those weapons, mean new skills.

On these pages ALL HANDS presents the U.S. Navy rating structure as it stands today after its second re-evaluation since World War II.

As reported in previous issues, the major changes made in the last review of the rating structure were the addition of three new General Service Ratings: Guided Missileman, Aviation Guided Missileman and Aviation Fire Control Technician.

Several other General Service Ratings are to be absorbed into related ratings and will soon be abolished (see notes on center spread on pages 32 and 33).

The Rating Review Board also added a number of Emergency Service Ratings (ratings which would be filled in the event of full mobilization for the most part by Naval Reservists).

These changes appear in the list below, which was prepared by Strength and Statistics Branch, Bureau of Naval Personnel.

In addition to the General Service and Emergency Service ratings, the chart on pages 32 and 33 shows the Exclusive Emergency Ratings. These are ratings, established in a few fields only, which are too specialized even to be carried in the Naval Reserve training program. Incidentally, as the chart shows, a variety of even more specialized duties fall under the Exclusive Emergency Service rating of "Specialist."

Each rating has its distinctive specialty mark. This mark, a design which is intended to show the main duty of the Navyman who wears it, is placed in the center of the rating badge, or in the case of a striker, above the group-rate marks on his left sleeve.

The center spread shows all the Navy's current specialty marks arranged according to the groups in which they fall.

The smallest groups are the Electronics Group, Medical Group, Dental Group and Steward Group, each with one General Service rating (the last three groups also contain their three non-rated pay grades). The largest group is the Aviation Group.

## ENLISTED RATE AND RATING STRUCTURE

### GENERAL SERVICE, EMERGENCY SERVICE AND EXCLUSIVE EMERGENCY SERVICE

General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION	General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION	
DECK GROUP I						
BM	BMG	Boatswain's Mate	OM	IMO	Instrumentman O (Office Machine Repairman)	
	BMB	Boatswain's Mate G (Shipboard)		IMI	Instrumentman I (Instrument Repairman)	
	BMS	Boatswain's Mate B (Construction Battalion)		OM	Opticalman	
	BMK **	Boatswain's Mate S (Stevedore)		ESX #	Specialist	
	BMR	Boatswain's Mate K (Canvasman)		9685-89	Gage Specialist	
QM	QMQ	Boatswain's Mate R (Rigger)	TE	9690-99	Crystal Grinder	
	QMS	Quartermaster				
	RD	Quartermaster Q (Quartermaster)		TEL	Teleman	
RD SO	RD	Quartermaster S (Signalman)		TEP	Teleman L (Communications Clerk)	
	SOG	Radarman	TET	Teleman P (Registered Publications Clerk)		
	SOH	Sonarman	TEM	Teleman T (Teletypist)		
		Sonarman G (Sonarman)	RM	Teleman M (Mailman)		
		Sonarman H (Harbor Defense Man)		RMN **	Radioman	
ORDNANCE GROUP II						
TM	TMT	Torpedoman's Mate	CT YN	RMT **	Radioman N (Radioman)	
	TME	Torpedoman's Mate T (Steam/Mechanical)		CT	Radioman T (Landline Telegrapher)	
	GM	TMS **	Torpedoman's Mate E (Special/Electric Drive)	PN	YNT	Communications Technician
GMM		Torpedoman's Mate S (Special)	YNS		Yeoman	
GMT		Gunner's Mate	PNI		Yeoman T (Typist)	
FT	GMA	Gunner's Mate M (Mounts)	PNR **		Yeoman S (Stenographer)	
	FTA ‡	Gunner's Mate T (Turrets) (Pay Grades E-6, E-7 only)	PNT		Personnel Man	
	FTM ‡	Gunner's Mate A (Armors)	PNW **		Personnel Man I (Classification Interviewer)	
FC **	FTU ‡	Fire Control Technician	MA SK	PNA	Personnel Man R (Recruiter)	
	FTG ‡	Fire Control Technician A (Automatic Directors)		MA	Personnel Man T (Training Assistant)	
		Fire Control Technician M (Manually Controlled Directors)		SKG	Personnel Man W (Chaplain's Assistant)	
		Fire Control Technician U (Underwater)		SKT	Personnel Man A (Personnel Records Clerk)	
		Fire Control Technician G (Missile Guidance Systems)		DK	Machine Accountant	
GS ‡ MN	MN	Fire Controlman (Being comb. w/FT)		DK CS	CSG	Storekeeper
	ESX =	Fire Controlman S (Surface Weapons)	SKT		Storekeeper G (General Storekeeper)	
		9600-09	Fire Controlman U (Underwater Weapons)	DK	Storekeeper T (Technical Storekeeper)	
ET	9620-29	Guided Missileman	SH JO	CSB	Disbursing Clerk	
	9665-69	Mineman		CSR	Commissaryman	
		Specialist		SH	Commissaryman G (Ship's Cook)	
		Ordnance Projects Technician		JO	Pay Grade E-7 in General Service only	
		Powderman		ESE #	Commissaryman B (Butcher)	
	Ballistics Test Analyst	ESI #		Pay Grade E-7 in General Service only		
ELECTRONICS GROUP III						
ET	ETN	Electronics Technician	SH JO	ESF #	Commissaryman R (Baker)	
	ETR	Electronics Technician N (Communications)		ESR #	Pay Grade E-7 in General Service only	
	ETS	Electronics Technician R (Radar)		ESB # **	Ship's Serviceman	
		Electronics Technician S (Sonar)		ESS # **	Journalist	
IM				ESW #	ESW #	Physical Training Instructor
					ESU #	Instructor (Miscellaneous)
					ESC # ‡	Fire Fighter
					ESX #	Transportation Man
			9670-74		Master At Arms (Shore)	
			9700-15	Shore Patrolman		
			9720-29	Welfare and Recreation Leader		
				Booker (Motion Picture Service)		
				Chaplain's Assistant		
				Specialist		
				Fingerprint Expert		
				Motion Picture Technician		
				Radio Broadcasting Technician		

General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION	General Service Rates & Ratings	Emer. & Excl. Emer. Service Rates & Ratings	DESCRIPTION
<b>ADMINISTRATIVE AND CLERICAL GROUP V</b>			<b>CONSTRUCTION GROUP VIII (Cont'd)</b>		
		(Cont'd)		ESK = 9781	Specialist
	ESX =	Specialist (Cont'd)	CN	CN	Excavation Foreman
	9740-44	Archivist	CP	CP	Construction Man
	9745-49	Librarian	CR	CR	Construction Apprentice
	9755-59	Intelligence Specialist			Construction Recruit
	9783	Chart and Publications Man, Ashore			<b>AVIATION GROUP IX</b>
	9794	Cable Censor			Aviation Machinist's Mate
	9800-89	Linguist			Aviation Machinist's Mate E (Engine Mechanic)
		<b>MISCELLANEOUS GROUP VI</b>			Aviation Machinist's Mate F (Flight Engineer)
LI	LIP	Lithographer	AD	ADE	Aviation Machinist's Mate P (Propeller Mechanic)
	LIT	Lithographer P (Pressman)		ADF	Aviation Machinist's Mate G (Carburetor Mechanic)
PI **	PI **	Lithographer T (Cameraman & Platemaker)	AT	ADG	Aviation Electronics Technician
DM		Printer (Being comb. w/LI)		ATA **	Aviation Electronics Technician A (Aircraft Equipment)
	DMS	Draftsman		ATG **	Aviation Electronics Technician G (Ground Equipment)
	DME	Draftsman S (Structural)		ATO **	Aviation Electronics Technician O (Ordnance Equipment)
	DMI	Draftsman E (Electrical)		AL **	Aviation Electronics Man (Being comb. w/AT)
	DML	Draftsman I (Illustrator)	AO	AOU	Aviation Ordnanceman
	DMT	Draftsman L (Lithographic)		AOT	Aviation Ordnanceman U (Utility)
MU	DMM	Draftsman T (Topographic)		AOF **	Aviation Ordnanceman T (Turrets)
	MU	Draftsman M (Mechanical)		ABG	Aviation Ordnanceman F (Fire Controlman)
	ESP #	Musician		AC	Aviation Fire Control Technician
	ESX #	Photogrammetry Assistant		ABA †	Aviation Guided Missileman
	9630-54	Specialist		ABU	Air Controlman
	9655-59	Petroleum Production Man		ABG	Aviation Boatswain's Mate
	9730-35	Laboratory Technician, Miscellaneous		AE	Aviation Boatswain's Mate A (Airship Rigger)
	9760-69	Telephone Switchboard Operator		AEM	Aviation Boatswain's Mate U (Utility)
	9780	Model Maker		AEI	Aviation Boatswain's Mate G (Gasoline Handler)
	9785	Plastics Expert		AM	Aviation Electrician's Mate
	9788	Agriculture Worker		AMS	Aviation Electrician's Mate E (Electrician)
	9790	Artist		AMH	Aviation Electrician's Mate I (Instrument Repairman)
	9792	Fisherman		PR	Aviation Structural Mechanic
		Pigeon Trainer		AG	Aviation Structural Mechanic S (Structural Mechanic)
SN	SN	Seaman		TD	Aviation Structural Mechanic H (Hydraulic Mechanic)
SA	SA	Seaman Apprentice		TDR	Parachute Rigger
SR	SR	Seaman Recruit		TDI	Aerographer's Mate
		<b>ENGINEERING AND HULL GROUP VII</b>		TDV	Trademan
		Machinist's Mate		TDU	Trademan R (Repairman, Non-Aviation)
MM	MML	Machinist's Mate L (General Machinist's Mate)		AK	Trademan I (Instructor, Non-Aviation)
	MMR	Machinist's Mate R (Refrigeration Mechanic)		PH	Trademan V (Repairman, Aviation)
	MMG	Machinist's Mate G (Gas Generating Mechanic)		PHA	Trademan U (Instructor, Aviation)
EN	END	Engineman		PHG	Aviation Storekeeper
	ENG	Engineman D (Diesel Engineman)		PHR	Photographer's Mate
MR	MR	Engineman G (Gasoline Engineman)		PHL	Photographer's Mate A (Aerial Cameraman)
BT	BTG	Machinery Repairman		PHM	Photographer's Mate G (Cameraman)
	BTR	Boilerman		AF **	Photographer's Mate R (Camera Repairman)
EM		Boilerman G (Shipboard Boilerman)		AF **	Photographer's Mate L (Laboratory Technician)
		Boilerman R (Boiler Repairman)		EST **	Photographer's Mate M (Microfilm Photographer)
IC	EMP	Electrician's Mate		ESV **	Aviation Photographer's Mate (Being comb. w/PH)
ME	EMS	Electrician's Mate P (Power & Light Electrician)		ESA **	Transport Airman
	IC	Electrician's Mate S (Shop Electrician)		AN	Aviation Pilot
	MEG	I. C. Electrician		AA	Airship Rigger
	MES	Metalsmith		AR	Airman
	MEB	Metalsmith G (Shipboard Metalsmith)		HM	Airman Apprentice
	MEW	Metalsmith S (Sheet Metal Worker)		HN	Airman Recruit
FP		Metalsmith B (Blacksmith)		HA	<b>MEDICAL GROUP X</b>
		Metalsmith W (Welder)		HR	Hospital Corpsman
	FPG	Pipe Fitter			Hospitalman
	FPP	Pipe Fitter G (Shipboard Pipe Fitter)			Hospital Apprentice
	FPB	Pipe Fitter P (Plumber)			Hospital Recruit
	FPS	Pipe Fitter B (Coppersmith)			<b>DENTAL GROUP XI</b>
DC		Pipe Fitter S (Steam Fitter)			Dental Technician
	DCA †	Damage Controlman		DT	Dental Technician G (General)
	DCG	Damage Controlman A (ABC Defenseman)		DTG	Dental Technician P (Prosthetic)
		Damage Controlman G (Shipboard Damage Controlman)		DTR	Dental Technician R (Repair)
	DCW	Damage Controlman W (Carpenter's Mate)		DN	Dentalman
	DGP **	Damage Controlman P (Painter)		DA	Dental Apprentice
PM	PM	Patternmaker		DR	Dental Recruit
ML	ML	Molder			<b>STEWARD GROUP XII</b>
	ESM #	Underwater Mechanic			Steward
	ESK **	Chemical Warfareman		SD	Steward G (Cook)
FN	FN	Fireman		SDG	Steward G (Cook)
FA	FA	Fireman Apprentice		SDS	Pay Grade E-7 in General Service only
FR	FR	Fireman Recruit			Steward S (Stateroom Steward)
		<b>CONSTRUCTION GROUP VIII</b>			Pay Grade E-7 in General Service only
SV	SV	Surveyor			Stewardsman
CE	CEG	Construction Electrician's Mate			Steward Apprentice
		Construction Electrician's Mate G (General Electrician)			Steward Recruit
	CEP	Construction Electrician's Mate P (Power Lineman)			<b>SPECIAL TRANSITORY RATINGS</b>
	CEL	Construction Electrician's Mate L (Communications Lineman)			OC — Officer Candidate
CD	CD	Driver			NAVCAD — Naval Aviation Cadet
CM	CMG	Mechanic			
	CMD	Mechanic G (Gasoline Engine Mechanic)			
BU		Mechanic D (Diesel Engine Mechanic)			
	BUL	Builder			
	BUH	Builder L (Light Construction)			
SW		Builder H (Heavy Construction)			
	SWS	Steelworker			
	SWR	Steelworker S (Structural Steelworker)			
UT	UT	Steelworker R (Construction Rigger)			
		Utilities Man			

† To be activated.

\*\* Denotes Exclusive Emergency Ratings.

\*\* Ratings to be disestablished.

NOTE: Rating descriptions in parenthesis are not used when Emergency Service Ratings are written out.



# TODAY'S NAVY

## 'Big Jay's' Guns Are Busy

The guns of *uss New Jersey* (BB 62) did a lot of barking in the first month of her current Korean tour. During the month she pounded every major Communist-held city on Korea's east coast.

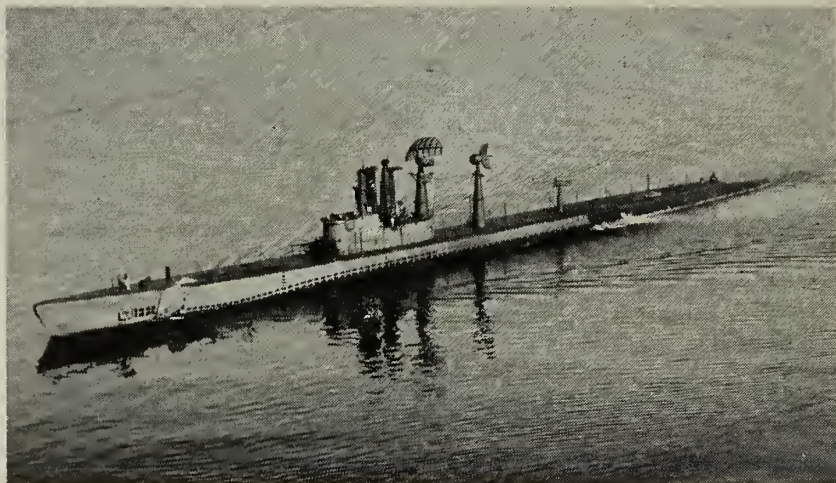
The "Big Jay" started on the 13th with a heavy bombardment of the communications city of Chongjin. At this city, located about 30 miles south of the Manchurian border, the battleship levelled a communications building and a weather station.

Three days later her 16-inch rifles sent destruction shoreward upon the Red defenders of Kojo. Four days later, she moved in on Wonsan for a day-long bombardment of that besieged city.

To the *New Jersey* crewmen the Wonsan bombardment had a special meaning. Nearly a year before, the ship had been hit by enemy fire in this same location. Now, in retaliation, she engaged in a two-hour duel with Red gun positions dug in mountain emplacements. All enemy guns were silenced when the "Big Jay" finished.

On the 24th she was engaged in what observers have described as her "most destructive raid of the war," a fast-firing, eight-hour-long strike at Songjin, an east coast rail and supply center. When it was all over the city was obscured by smoke and flames.

Soon after, she teamed up with heavy cruisers, destroyers and Task Force 77 aircraft to deliver more destructive raids on Wonsan. In this last strike, *New Jersey* scored direct hits on guns and bunkers. As a final fillip she knocked down the Communist's main observation post in the harbor.



USS BURRFISH (SSR 312), veteran of World War II combat missions, is one of the Navy's radar picket submarines. She's now serving in Atlantic waters.

## New Fleet of All-Wood Ships

Two all-wooden minesweepers *uss Bold* (AM 424) and *uss Bulwark* (AM 425), have been christened at the Norfolk Naval Shipyard and will join the fleet later this year. The only metal on the ships will be found in the fastenings, pipes and in the machinery spaces — and that metal will be of the non-magnetic type.

These wooden vessels will be 165 feet long and will displace 750 tons. The purpose of the wooden hull is to counteract such devices as the magnetic mine of World War II.

The superstructures of these vessels were constructed in a shop at Norfolk Naval Shipyard and transported to the building ways by truck. They were then lifted by crane and lowered into place aboard the ships. Each superstructure weighs approximately 18 tons.

*Bold* and *Bulwark* are two of the

first of 76 of this type ship which will be constructed in shipyards on both the East and West coasts. Not all of these ships, however, are destined for the U.S. Navy. A number of them will find their way to navies of the nations participating in the Mutual Defense Assistance Program.

## AO and AG to the Rescue

In a combined air-sea rescue operation lasting 12 hours, U.S. Navy units rescued 14 passengers from a Chinese merchant ship sunk in the Formosa Straits.

The survivors reported that their ship had been abandoned early in the morning of the day before the sighting. A fire had broken out aboard three days before.

Fleet oiler *uss Mispillion* (AO 105) had first discovered the mishap while engaged as a replenishment ship for other naval vessels in the Formosa Straits area. She was soon joined by *uss Whidbey* (AG 141) and two Navy aircraft.

A systematic search was begun to pick up stray survivors. The U.S. Navy units were later joined by three Chinese destroyer escorts.

At the completion of the search, *Mispillion* took aboard two survivors picked up by *Whidbey*, added them to 12 she had taken aboard and delivered them to civilian authorities in Formosa.

## YESTERDAY'S NAVY



The *Columbia* and *Washington* became the first American vessels to circumnavigate the globe, returning to Boston, 9 Aug 1790. Navy Bureau of Medicine and Surgery was authorized by an Act of Congress, 31 Aug 1842.

## AUGUST 1953

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



## Board Finds Naval Air Station With Its Scores Down

A "Safety Scoreboard" has been erected at NAS, Columbus, Ohio in an effort to promote safety consciousness among Navymen and civilians attached to the air station.

The board is broken down into two parts. One shows the number of industrial accidents, the other the number of vehicle accidents.

More important than the number of industrial accidents is the number of days lost from work. Every injury from a splinter scrape to a broken leg is posted on the board.

The board shows that military personnel have had 54 accidents but not one day lost from work by late in 1952. Civil service workers at the station have had 30 accidents with two days lost from work.

"We have had 50% less first aid cases than we had for the same period last year," the station's safety administrator reported.

The station board shows that NAS, Columbus, had three accidents in Navy vehicles and four involving sailors in their own cars.

"We listed private car accidents because we feel that a man hurt in his own car is just as much a loss

INDUSTRIAL ACCIDENTS	
INJURIES	LOST TIME DAYS
MILITARY 54	MILITARY 0
CIVILIAN 30	CIVILIAN 2

VEHICLE TRAFFIC ACCIDENTS	
NAVY 3	PRIVATE 4

SAFETY SCOREBOARD at NAS Columbus, Ohio, gives Navymen and civilians word on accidents.

to the Navy as one hurt driving a Navy vehicle," he stated.

The sign was built from scrap material on the station and has already spurred a safety competition between civilians and sailors. They want to keep those scores down! —Andrew J. Alpers, JOSN, USN.

## Columbus Gets 'E' for an Eye

Since Chris Columbus was known as a sharp-eyed navigator, it is fitting that the crewmen of his namesake ship (by way of an Ohio city) would be keen-eyed gunners.

During fleet training exercises at Guantanamo Bay, Cuba, each of the three 8-inch, triple-gunned turrets of *uss Columbus* (CA 74) broke the standard score, winning for themselves the "E" for excellence.

Both speed and accuracy are necessary to break the standard gun merit score of 100 per cent which is based on a ratio of hits per gun per minute. Achieving this score, according to BatCruLant instructions, wins for a turret or gun mount the "E." Percentagewise, Turret One scored 152, Turret Two scored 100.9 and Turret Three scored 136.

Said the ship's gunnery officer, who has been in gunnery for more than 20 years: "I've never seen this done before. The gun crews' determination and spirit, plus a lot of hard drilling, made things run smoothly."

He gave credit to the three turret captains—chief gunner's mates whose

interest in equipment maintenance and crew training helped produce "outstanding" or "excellent" reports in gunnery inspections during the training.

The chiefs, in turn, said that no one person deserved a lion's share of honors and that it was entirely a matter of teamwork among the more than 50 men in each turret crew.



NAVY's new P2V-6 Neptune is specially designed for anti-submarine warfare and mine-laying. It has long range, high speed, can take off and land quickly.

## Frames Go Navy

With five sons, a daughter and son-in-law in the Navy, the Felix J. Frames of South Covington, Va., can rightfully claim the title of another "All Navy Family." The Frames get together often for All-Navy reunions since they are currently stationed or make their home port at Norfolk.

The latest of the clan to arrive at the Virginia base is blonde Mary E. Frame, SA, USN (W). She is assigned to the Supply and Fiscal Department, reporting there from NAS Pensacola.

Four of her brothers, James, Raymond, Robert and William, are attached to the destroyer *uss Gearing* (DD 710), which is based at Norfolk. A fifth brother, Edsel, is serving in the battleship *uss Missouri* (BB 63), whose home port also is Norfolk. The Frames' brother-in-law, Leroy Decker, is a teleman at the Norfolk Naval Base.

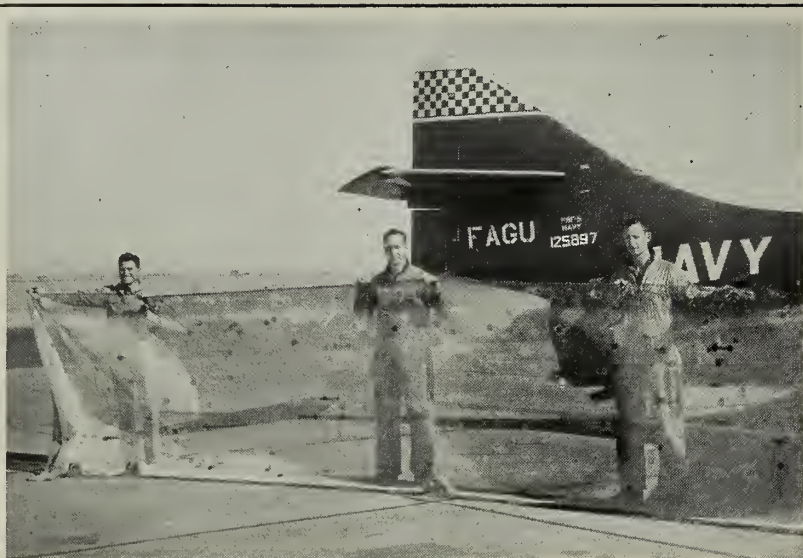
## Wiltzie Wanted

"Communist Public Enemy Number One" is the title tagged on *uss Wiltzie* (DD 716). The destroyer recently completed a two-month bombardment tour of North Korea.

*Wiltzie* was given the title by the Commander of the UN Blockading and Escort Force—after she completed a tour of duty bombarding North Korea supply trains and bunkers around the port of Wonsan. During the two months, *Wiltzie* was under fire for 12 days but came out unscratched.

The busy tin can is now on her third tour of duty in Korea. *Wiltzie* has earned eight of the nine Korean battle stars authorized for U.S. units fighting in Korea.





PUNCTURED BANNER testifies to marksmanship of LT J. E. Waits, USN (ctr), flanked by LTJG R. J. Morrison, USN (left) and LT C. W. Roesner, USN.

### Record for Jets in Air-to-Air Marksmanship

A new record for air-to-air gunnery marksmanship in jet planes has been established by Lieutenant Jack E. Waits, USN, of Fighter Squadron 191. The jet-flying lieutenant scored an astounding 98.8 per cent hits at the Fleet Air Gunnery Unit, NAS El Centro, Calif.

Flying an F9F Panther jet, Lieutenant Waits scored 86 hits out of 87 rounds fired. The only miss hit the tow strap a bare four feet ahead of the target. The target, six feet wide by 30 feet long, was being towed by a B-26 bomber.

In the flight with Lieutenant Waits when he made his record-setting score were Lieutenant (junior grade) R. J. Morrison of VF 24 and Lieutenant C. W. Roesner of VF 191. The three pilots each made

one pass at the target at indicated airspeeds exceeding 500 miles per hour.

As usual, the bullets of each pilot were painted a different color and stained the target when they pierced it. Later, when the count was taken, it was an easy matter to tabulate how many hits each pilot scored by counting the number of bullet holes stained a like color.

The all-time Navy record for air-to-air gunnery is still held by Rear Admiral Charles R. Brown, USN, who scored a 100 per cent hits for 120 rounds fired. Admiral Brown, then a lieutenant, set this record in the fall of 1930. He was flying a Boeing bi-plane, an F3B-2, armed with six .30 caliber machine guns which fired through the propeller.

### Destroyer Saves North Koreans

Steaming within gun range of the Communists, a U.S. destroyer rescued 53 North Korean refugees from a drifting sampan. The 53 included infants and an elderly invalid who had to be hoisted aboard the destroyer in a stretcher.

Under cover of fog and darkness, the refugees had crept out of Chaso, a small fishing village on the northeast coast in their attempt to escape to the south.

The destroyer, USS *Gurke* (DD 783), discovered their hand-propelled open boat while the ship was on

patrol as part of the U.N. Blockade and Escort Force. With the refugees bedded down for the night and their craft in tow, *Gurke* steamed south to a friendly island.

This is the second tour of Korean duty for *Gurke*. The ship returned to the Far East last April. Earlier in the war, the destroyer had taken three hits while participating in the Inchon invasion and was awarded the Navy Unit Commendation for her part as a "sitting duck" whose job it was to draw fire from enemy shore batteries so the batteries could be pinpointed and knocked out.

### Navy men Enjoy Turkey

Navy men visting Turkey are finding out that the Turks take a backseat to no country when it comes to entertaining American bluejackets.

When sailors from U.S. ships participating in NATO Mediterranean maneuvers visited Izmir, Turkey, they were treated to typical Turkish hospitality.

A canteen was set up in the Izmir Fair Grounds and the sailors were served free hot dogs, coffee, sandwiches and cookies. Later they were taken on guided tours of the Izmir area.

Serving as hostesses at the canteen were wives and daughters of American military personnel, American civilians and Turkish men and women. Guides for the tours were young Turkish men who donated their time and services in escorting the sailors and explaining the different places visited.

### \$1,000,000,000th Bond

The billion dollar mark has been surpassed in the Navy Savings Bond Allotment Program. The bond purchaser who did it is Melvin W. Niemann, ADC, USN, of NAAS, Whiting Field, Milton, Fla.

Chief Niemann, who has been investing in a bond a month since 1944 "to supplement my retirement income," was issued the "billionth dollar bond" by BuSanda's Field Branch at Cleveland, Ohio, which issues all bonds purchased through pay allotments by Navy military personnel.

The bond, a \$25 denomination — was presented to Chief Niemann by VADM John W. Price, USN, Chief of Naval Air Training, at ceremonies held at NAS, Pensacola, Fla.

Since its start in July 1941, the Navy Savings Bond Allotment Program has shaped up in Savings Bonds the following totals: Navy—more than \$848,000,000; Marine Corps—more than \$127,000,000; Coast Guard (during World War II)—more than \$30,000,000. At present over 331,000 Navy and 63,500 Marine Corps personnel have Savings Bond allotments in effect. Navy men and Marines accounted for more than 60 per cent of the 1952 bond allotments made by members of the armed forces.

A similar Savings Bond program, the Navy Payroll Savings Plan, is also maintained for Navy civilian employees. With 73 per cent of its civilian employees enrolled, the Navy De-

partment leads all other federal agencies.

Purchase prices of bonds issued by the Navy to military personnel and civilian employees adds up to more than 2½ billion dollars.

### Carrier-Transport

"Thirty behind us. Let's make it 40." That could well be the slogan of *uss Cape Esperance* (T-CVE 88). The *Anzio-class* escort carrier has made more than 30 trans-Pacific cruises since the Korean outbreak.

A veteran of World II combat operations, *Cape Esperance* was recommissioned in August 1950 and soon went to work for the Military Sea Transport Service. Her duties, then as now, involved ferrying aircraft and aircraft provisions from the West Coast to the Japan-Korea theatre. Operating in direct support of United Nations forces, she ferries planes and parts for both the Navy and Air Force.

This cross-Pacific cruising, combined with other runs to Bangkok, Thailand, and Hong Kong, China, has given her a total mileage of some 200,000 miles.

Crewmen figure they spend about three-quarters of their time underway. A large part of the in-port time is devoted to loading and unloading. Despite her busy schedule, the ship was awarded a rating of "Excellent" in a recent Western Pacific MSTs inspection.

Her decks are usually lined with aircraft which range in size from tiny, single-engine reconnaissance planes to large transport aircraft with wing spans greater than the width of the flight deck. Planes carried on her flight deck have weather-protective coatings. Non-protected planes are stowed on the hangar deck.

The handling of large numbers of aircraft and numerous stores calls for pin-point loading. Because of this fact, detailed plans are made before each crossing. Small scale models of the planes to be carried are placed on model decks. By the use of various stowage patterns, the maximum number of aircraft are accommodated.

In February 1951, the ships carried atomic scientists and equipment to Eniwetok for experiments. A month later she made a run to Bangkok, carrying equipment furnished under the Mutual Defense Assistance Program, adding another accomplishment to her list of varied duties.

### Tattooing Can Lead to Disease, Research Shows

It's not an altogether uncommon sight when ships hit port, for sailors on liberty to visit the nearest tattoo studio in quest of becoming a "true" salt.

Here, for many sailors, starts a chain of events that may leave them with permanent, and in some instances, fatal diseases.

Although tattooing dates back as far as the Middle Empire, when the Egyptians employed the art in 2000 B.C., it is today considered a health menace.

During the past two years, well attested outbreaks of a liver disease characterized by jaundice have been traced to tattooing establishments.

This disease, a form of hepatitis, is only *one of several* found transmitted through tattooing. There is no direct medical treatment known to cure the disease. Some cases require months of rest in a hospital bed. Syphilis, blood poisoning, skin tuberculosis, and even leprosy, have been identified with the ancient art. Here's an explanation of how this can happen.

Proper tattooing requires the actual penetration of the skin, deep enough to draw blood enabling any disease organisms on the needle to enter directly into the blood stream. Too frequently, tattooists are ignorant of sterilization methods for their equipment, or are indifferent to using healthful measures. Hence infected blood may be transferred from one customer to others by the needles.

Recently investigators found a tattoo studio in a shabby, filthy building located directly over a

shooting gallery. Aside from the dye containers found open and covered with dust, the vibrator—the instrument used for tattooing—was rusty, corroded, and covered with dried human skin from persons tattooed in previous months. The proprietor admitted to using only one type of "antiseptic" during the entire process—witch hazel!

Doctors agree that instruments exposed to the hepatitis virus from infected persons, can be sterilized only through thorough cleansing followed by boiling for 15 minutes or more. If the "artists" do take pains to sterilize their instruments, the extent of their efforts is usually limited to inserting the needles in, or cleaning with, alcohol or some other mild antiseptic.

Most communities in the U. S. and foreign countries do not require any inspection or control of tattooing establishments. Regulations are lacking as to cleanliness or sterilization measures, therefore disreputable tattooing studios, of which there are many, flourish.

Not all men infected with hepatitis virus in unsanitary studios will be affected physically, some will be just carriers—transmitters of the disease. If they are again tattooed they may contaminate other tattooing equipment, and subject other people to infection.

Not only does the infectious cycle of virus transmission hold true for hepatitis, but for several more diseases as well. Tattoos are *not* the identification of the "true" Navyman, but they *are* a means of spreading disease.

### Roanoke Fantail Follies

The "Fantail Follies of 1953" highlighted the fourth birthday anniversary of the cruiser *uss Roanoke* (CL 145).

In the two-hour ships-company review, staged topside with the rolling hills of Izmir, Turkey, as a background, the entertainers' efforts "out-classed last years' review by a sailor's mile"—in the words of one crewman.

Produced and directed by Lieutenant John M. Tomichuk, USNR (jester par excellence), the show included songs, dances and comedy skits.

Musically, the dexterous arrangements by the "Downtown Five," a

string quintet, promised to become the talk of the Sixth Fleet. And the rendition of "Danny Boy" by soloist Bob Foney, CSSN, USN, unhinged the emotions of all present.

Another show-stopper was E. Payson Jones's "Phoosda Banana" act which showed the art of making a tasty pie. Yet another headliner was the "Dance of the Three Parisian Dolls," an act which struck the fancy of the *Roanoke* first nighters.

The ovation at the curtain call was so intense that a repeat performance was staged in the recreation hall of the U.S.O. Building in downtown Izmir.—W. B. Lillyman, JOSN, USNR.



### NTC San Diego Makes It 4 in 7

The San Diego Naval Training Center won the 11th Naval District Athletic Excellency Trophy for 1952. This is the third consecutive year that San Diego has won and the fourth time in the seven years since its inception. The trophy is awarded by the district commandant.

NTC San Diego scored 521 points during the 1952 sports season to easily outdistance Marine Corps Recruit Depot, which had 343 points. Following were NAS-AirPac, 327½ points, Camp Pendleton, 249 points, and MCAS El Toro, 180 points.

Points are awarded to the different district activities on the basis of participation in sports events, wins and losses, and points per man.

The Naval Training Center won 9 out of 15 sports conducted last year. The "Jackets" carted off the wrestling, handball, football, badminton, boxing, track and field, golf, swimming and touch football championships. In addition, NTC men racked up second places in basketball, softball and tied with Camp Pendleton in tennis. They picked up a few more points by finishing third in volleyball, fourth in bowling and fifth in baseball.

NAS Los Alamitos and NAS-AirPac shared the championships in the remaining six sports. The "Air Raiders" from Los Alamitos won the baseball, basketball and volleyball championships while their brother-aviators from NAS-AirPac won top spot in softball, tennis and bowling.



PLAYERS from NAS Whidbey Island and Puget Sound Naval Shipyard vie for ball. Whidbey won, 68-51.

### Sailor Scores Double Eagle

Mike Schuller, AD2, usn, of Air Transport Squadron Five, carved a permanent niche for himself in Navy golfdom when he scored a double eagle (three under par) on the 11th hole of the Presidio Golf Course in San Francisco.

On the 500-yard, par 5 hole, Schuller hammered out a long drive, followed by a spoon shot to hole out. Making his feat even more amazing was the fact that this was Schuller's first time on the Presidio course. He was playing with the NAS Alameda golf team when he made his shot.

### DDE Is Tops in Athletics

The escort destroyer *uss Epperson* (DDE 719) piled up 414 points to win the Cruiser-Destroyer Athletic Excellence Trophy for 1952-53. This is the second consecutive year *Epperson* has won the honor.

*uss Nicholas* (DDE 449) finished as runner-up for the trophy with 338 points. Points were awarded to the ships for participation in baseball, softball, tennis, bowling, wrestling, golf, pistol shooting and basketball.

In basketball, *Epperson* won the Escort Destroyer Division 12 championship. The team registered victories over *Nicholas* 47-23, *uss Philip* (DDE 498) 44-26, and *uss Renshaw* (DDE 499) 53-31.

*Epperson* posted a season record of 35 wins and 4 losses in basketball. Its opponents ranged from Army and Navy units to foreign military and civilian teams.

While in Kaohsiung, Formosa, the *Epperson* hoopsters faced stiff competition in the form of several fast-moving, smooth ball-handling Chinese Nationalist military and civilian teams. Seven games were played, with *Epperson* winning five. The games were played before crowds of up to 3000 Chinese basketball fans.

Members of *Epperson's* hoop squad are Ensign D. A. Dodson, Bobby Joe Eidson, RDSN, Dave Bowser, SO3, Dave Massey, SOSN, John Lamont, SN, Kenneth Schroeder, SN and Gordon Smith, QM3.

### Pitching Twins Fight It Out

When the baseball teams from the aircraft carrier *uss Bairoko* (CVE 115) and the Far Eastern Air Force Material Command met for a game at Tachikawa Air Force Base, Japan, it was more than just an ordinary game as far as two of the players were concerned.

The game marked the overseas reunion of Navy Seaman Coy Blaine Froneberger and his twin brother, Airman second class Troy Wayne Froneberger but the reunion didn't last long, because the brothers were soon pitted against each other in a pitching duel.

Blaine did the mound chores for the Navy nine while Wayne pitched for the Air Force.

In a sterling pitching duel, Blaine outlasted brother Wayne as the Navy won a close 2-1 decision. Blaine gave up five hits while Wayne allowed seven.



HARMONICCHORDS of USS *Tarawa* (CVA 40) give forth at smoker sponsored by their carrier for personnel of Sixth Fleet ships at Suda Bay, Crete.



## Navy Matmen Place and Show

Two Navy teams placed second and third in the National Amateur Athletic Union Wrestling tournament held at Toledo, Ohio, and two Navy men won individual championships.

Multnomah A.C. of Portland, Ore., with 21 points, annexed the team title but the 11th Naval District wrestling team was a close second, scoring 20 points. NTC Great Lakes placed third with 19 points. Other service teams in the tournament were Receiving Station, Washington, D.C., and Camp Lejeune.

Richard Delgado, SN, USN, of the 11th ND team won the 114½ pound class championship and Dan Hodge, SN, USN, of NTC Great Lakes, won the 174-pound class title. Leatherneck Jeryl Wilson of Camp Lejeune won the 136-pound class championship.

The meet marked the first time that a Greco-Roman style wrestling tournament has been held in this country. In Greco-Roman wrestling, the legs cannot be used for holds.

## Wave Is All-State Cager

Dottie Pennell, AC2, USN (W), stationed at the Naval Air Station, Whiting Field, Fla., was selected to the Florida All-State women's basketball team — quite a feat for a girl who has been playing basketball for only two seasons.

Playing with the NAS Pensacola Wave team, Pennell was the only service woman to be selected. Although she played a forward position throughout the season, Pennell was shifted to guard while playing in the state finals and was selected to the guard position on the All-Star team.

The NAS Pensacola "Cosettes" were eliminated in the semi-finals 44-41 by the Miami Turner team which went on to win the state title. The tourney was held at Miami, Fla.

## Sharp Shooting Squad

The rifle squad from USS *Toledo* (CA 133), won the sharpshooter division of the National Rifle Association Regional team matches held at San Diego.

*Toledo's* sharp shooting squad was paced by Marine Captain Herbert Korstange and L. A. Keys, MMC, USN.

Other members were Cpl. A. G. Truean, USMC, and Pfc. L. L. Duginski, USMC. Bronze medals were awarded to the team.

# SIDELINE STRATEGY

**SCUTTLEBUTT FROM RINGSIDE** — The first annual Interservice Boxing Tournament is now history, but the Bainbridge run-offs might well serve as a pattern for future tournaments. The Navy was host this year and the men who helped to make it a smooth operation deserve a hand.

The tournament was under the direction of Lieutenant Commander Wesley Brown, USN, the Bainbridge Special Services Officer, and Lieutenant Kenneth Moorhead, USN, Public Information Officer. Lloyd F. Willette, ADC, USN, did an excellent job as tournament manager. . . . E. J. Enick, QMC, USN, was in charge of decorations. . . . C. H. Timothy, CDC, USN, and Craig Truax, JO3, USN, supplied the visiting civilian and military reporters with complete information on the fighters in the tournament.

Many fans, incidentally, were wondering why Ed Sanders, Navy's Olympic heavyweight champion, didn't compete. . . . It wasn't because he didn't want to. . . . Big Ed broke his thumb in the semi-finals at the Chicago Golden Gloves.

Hats off to the coaches who brought the fighters along the bumpy tournament trail. . . . Coaching the Western Navy team were John Goudy, DCC, USN, and B. B. Parks, CSC, USN. . . . Al Gibbs, FPC, USN, John Berkley, BMC, USN, and Al DeMarco, MEC, USN, guided the boxers on the Eastern Navy team. . . . Gibbs and Goudy were selected as head coaches

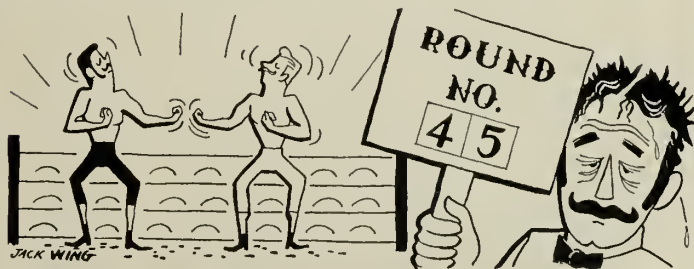
of the Navy team in the Interservice bouts.

Colonel Harvey L. "Heinie" Miller, USMC (Ret), a member of the District of Columbia Boxing Commission and the Olympic Boxing Committee, was chief of judges. . . . "Heinie" was All-Service bantamweight champion in 1906, Far Eastern featherweight champion from 1907 to 1909 and Far Eastern lightweight champion in 1909. . . . His last two titles were won in bouts that lasted 25 and 45 rounds respectively.

Eddie LaFond and Charlie Reynolds, former outstanding professional boxers from the Nation's Capitol, were the referees for both the All-Navy and Interservice bouts.

Ralph Medina, SO1, USN, from USS *Mississippi* (AG 128), the oldest fighter in the tournament at 26, has decided to hang up his gloves. . . . He won by a knockout in the All-Navy but lost by a K.O. in the Interservice bouts. . . . His conqueror, Army's Nick Lopez, went on to become Interservice flyweight champion.

It's interesting to note that in the two 1953 Interservice tournaments held thus far, the "Outstanding Athlete" award has been won both times by a Navyman. . . . Johnnie Arndt, from NAS Los Alamitos, received the "Outstanding Athlete" award in the Interservice basketball tourney while Bill Tate, from NTC Great Lakes, won it in boxing. — Rudy C. Garcia, JO1, USN.





Brief news items about other branches of the armed services.

★ ★ ★

AN ARMY AVIATION SCHOOL, to give tactical training to pilots and mechanics of Army airplanes and helicopters, has been established at Fort Sill, Okla. Previously this training had been given by the Air Training Department of the Artillery School, also located at Fort Sill.

Officers must have qualified in their basic arm or service to be eligible for the school. Upon completion of training, they will become pilots. Warrant officers will be assigned, after training, as helicopter pilots in helicopter transportation companies, and enlisted men will be trained to become co-pilots or crew chiefs.

Establishment of the new school reflects the increased use of aerial spotting first tested during maneuvers in 1941 when light aircraft directed artillery fire and performed reconnaissance missions.

★ ★ ★

AN ELECTRONIC AUTOPILOT that can control a plane from the time it taxis down the runway until it lands at its destination — without the touch of a human hand — has been developed for the Air Force.

The device, designated AMSS (Automatic Master Sequence Selector), could take over many of the duties of the pilot, thus freeing him for his job as captain of the plane, the Air Force says.

Although the plane is flown automatically, the pilot can take over complete manual control, immediately, if he wants to in the event of unforseeable mechanical failures or changes in flight conditions.

Briefly, here's how AMSS works: A flight plan is made out in advance and divided into sequences. One sequence is for taxiing down the runway, another for take-off, a third for climbing after the plane is airborne, and so on. The flight plan is then punched into tape by a special coding machine. In flight, the tape is fed through AMSS in much the same manner as music rolls in the old player piano.

★ ★ ★

A GIANT BULLDOZER TRACTOR, designed to level ground quickly and to tow a 65,000-lb. load at 25 mph, has been procured for testing by the Army at Fort Belvoir, Va.

Dubbed the "Bull Moose," the machine stands 11 feet 7½ inches high, is 22 feet 9 inches long, and weighs more than 25 tons with attachments. The tractor is equipped with a dozer blade, 11 feet wide and 4 feet high, on the front and a cable unit in the rear to operate scrapers.

Despite its huge size, the "Bull Moose" is reported to be highly maneuverable and has a low center of gravity which should give it great stability. The tractor is designed to operate in temperatures as low as minus 65 degrees Fahrenheit. But heaters under the engine hood provide heat sufficient to warm three five-room houses in a moderate climate.

A safety feature of the vehicle is an escape hatch in the top of the cab. Another feature is a four-wheel hydraulic steering system that permits simultaneous or independent control of both sets of front and rear wheels. Thus, if all wheels were turned to the same side angle of the body, the machine would move sideways.



'FIREBEE'—jet target drone—is being readied by Air Force to sharpen precision of gunners, radar trackers.

A HIGH-FLYING TARGET DRONE has been developed by the Air Force in conjunction with the Army and Navy. It is the Q-2 "Firebee."

The Air Research and Development Command labels the "Firebee" the first plane of its type to emerge from the nation's guided missile program. It has an approximate 12-foot span, 18-foot length and weighs about 1800 pounds.

Principal mission of the remote-controlled aircraft will be as a target for defense weapons. It is designed to offer a high-speed target capable of simulating jet plane maneuvers in training antiaircraft crews. It is equally adaptable for ground-to-air tracking and firing and for air-to-air interception.

A two-stage parachute system is incorporated to decelerate the drone from its near-sonic operating speed and lower it safe to the ground without damage to the aircraft structure or the delicate electronic controls.

The "Firebee" is operated from a "black box" remote control station where control stick and switches are located to transmit command signals to the "nolo" (no live operator) aircraft.

★ ★ ★

A SECRET ROCKET FIRING DEVICE, capable of firing a rocket powerful enough to shoot down the world's largest bombers, is now mounted in the F-86D Sabrejet, the Air Force has announced.

The new device is a retractable launching pod which pops out from under the fuselage of the Sabrejet for firing and then pops back in to give the plane a streamlined surface for high-speed flight.

The pod holds 24 rockets — the AF 2.75 variety, dubbed the "Mighty Mouse" each of which has a blasting force of a 75mm. artillery shell. The rockets can be launched automatically from the pod and be sent to their target at 2000 m.p.h.

A TURBO-PROP TRANSPORT that will fly faster and higher than any current military transport has been announced by the Air Force. It is the first transport designed to use the new turbo-prop engine which applies jet power to conventional propellers.

Designated the C-130, the four-engine plane is designed to fly assault and support missions, carrying troops (including paratroops) or supplies to the front lines and returning casualties to the rear areas.

In appearance the C-130 is a squat, low-slung airplane with high wings and a fuselage only 45 inches from the ground. Its tail section is sharply upswept to make room for the built-in loading ramp which serves as the rear door. This door can be lowered to truck-bed level for straight-in loading or dropped to the ground and used as a ramp for driving vehicles directly into the plane. In addition, there is a large forward cargo door for simultaneous front and rear loading.

The new plane will require only short takeoff and landing runs, and with special tandem-wheel tricycle landing gear it can operate off small emergency landing fields or on rough, unfinished air strips.

★ ★ ★

EXPERIMENTAL WOODEN TRUCK BODIES are now undergoing field tests at the Aberdeen Proving Grounds, Md., to determine their worth as Army tactical vehicles. If proved practical, the new bodies could greatly reduce the demand for steel truck bodies in wartime, according to the Army.

The wooden bodies (three are being tested) are unique in that a continuous curved laminated wood frame is used instead of the conventional steel bolsters. As many as 73 thin wood strips are glued together to form the U-shape frame.

Aircraft "stressed skin technique," which develops exceptional strength, has been used in two of the truck bodies. In the first, a skin of plywood is securely glued over both sides of a frame made of bent laminated veneers. In the second, the plywood skin covers only the floor of the truck. The third body being tested has solid wood panels, easily removable for repair or replacement.

★ ★ ★

AN AUDIO-VISUAL NURSE CALL SYSTEM, which permits a two-way conversation between the patient and the nurse at her duty station has been approved by the Army Medical Service.

Tests at two Army hospitals proved that such a system improves patient care, saves time of nurses and doctors and increases nurse availability. Although the system costs twice as much as the present light-and-buzzer method, the resulting benefits are such that the Army plans to install it in every new permanent-type hospital.

To call a nurse, a patient presses a button which sounds a chime and lights a signal light at the nurse's control station, thus identifying the calling patient. The button also lights the corridor dome light above the patient's ward or room door, sounds a buzzer and lights duty station lights in utility rooms, diet kitchen and other work areas. When the nurse answers the patient, the line automatically opens for a two-way conversation and, at the same time, extinguishes all call lights.



COLDBAR, Army's experimental winter 'suit,' is made of soft plastic, will keep man with field pack afloat.

A PARACHUTE BRAKE for use of the F-94C *Starfire* has been adopted by the Air Force. The new deceleration 'chute is expected to provide marked economies in tires, brakes and landing gear maintenance. In addition, it will reduce by 40 per cent the landing distance of the 600 mph plane.

The drag parachute answers the need for an auxiliary means of deceleration to compensate for the *Starfire's* high landing speed.

Evidence of the chute's efficiency and economy came in Air Force tests in which 44 consecutive landings were made with one aircraft without the use of brakes except for taxi turns and ramp stops.

The deceleration system, stowed in a fiberglass compartment built directly above the tail pipe, is designed for 200-knot speeds, although the 'chute works well at speeds as low as 48 knots. Each chute is good for about 100 landings. This, compared to the expendable parachute cost of \$250, means it comes to only \$2.50 per landing to use the 'chute.



'SLOW-DOWN' parachute is being used on Air Force's speedy F-94C *Starfire*, all-weather jet interceptor.



# THE BULLETIN BOARD

## ServPac Petroleum School Trains Navy Men in Testing, Handling, Storage and Safety Measures

The 16th class of ComServPac Petroleum School at Pearl Harbor, T.H., has graduated its latest group of trainees, 70 officers and men of all the armed services.

The specialized school provides training for military personnel in the science of petroleum testing and petroleum handling, including storage, transportation and safety measures. The school's curriculum and quota is administered by Commander Service Force, Pacific Fleet, and applications must be submitted in accordance with ComServPac Instruction 1510.1A. The school was established in January 1949 and is the only one of its kind in the Pacific area.

Wherever you see petroleum used by Army, Navy or Air Force installations in the Pacific you can be sure that somehow one of the hundreds of graduates of the ComServPac Petroleum School has had something to do with this logistic support.

The nine-week course was originally created to place qualified men in each fleet oiler and gasoline tanker of the Pacific Fleet and to train men to test chemically a large backlog of petroleum products stored at Pearl Harbor which had been returned from World War II bases in the Pacific.

To be eligible to attend the school, candidates are required to hold a military occupational specialty or rating which permits them to be as-

signed to petroleum duties ashore or afloat. Commanding officers may submit nominations of petty officers (pay grades E-4 through E-7) in Group VII (Engineering and Hull) and PO's in the BM, AB, AD, AK and SK ratings. Candidates must have a minimum of 18 months' obligated service remaining at the time of graduation. Naval Reservists with sufficient obligated service are eligible provided they meet all entrance requirements.

Officers of the Pacific Command Petroleum Office, personnel from the Fuel Depot, Naval Supply Center, Pearl Harbor and other qualified petroleum specialists make up the teaching

Following nine weeks of concentrated study and practical applications, members of the class are able to cope with almost any petroleum job in the armed services.

## Enlisted Men Enter Naval Academy from 'Prep'

Among the men entering this year as midshipmen at the U.S. Naval Academy are more than 200 graduates of the 1952-53 class of the U.S. Naval Preparatory School at Bainbridge, Md.

The "Prep School" graduates are made up of active duty enlisted men of the Army, Navy, Air Force and Marine Corps—men who entered to take seven months of study in preparation for the Naval Academy entrance examinations. Each has passed the Academy's entrance exams and has completed studies in algebra, physics, English, American history and plane geometry.

After the graduation ceremonies at Bainbridge, the successful candidates took the necessary physical examinations and then reported to the Naval Academy in late June.

On 1 July they ended their enlisted status in the various services, were appointed midshipmen, USN, and began their "Plebe summer." Nominations were given under Presidential, Congressional or Secretary of the Navy appointments. Details on the Naval Preparatory School are carried in ALL HANDS, February 1952, pp. 7-8.

## Overseas Per Diem Allowance For Dependents on Station Cut if Gov't Mess Is Available

All enlisted personnel on duty outside the continental U.S. at a place where a government mess is available, who have their dependents on station, will receive a cut of \$1.05 per day from their overseas station per diem allowance effective 1 July 1953.

This reduction will result in a parity of subsistence allowance authorized for enlisted men serving on duty both inside and outside the continental U.S.

The \$1.05 reduction will not affect enlisted men with dependents who are serving at an overseas area where *no* government mess is available. Nor will it affect enlisted men who do not qualify as members with dependents (i.e. men who are single) on duty outside continental U.S. This change does *not* affect overseas station allowance for quarters.

To illustrate the change, let's take a hypothetical case. Dan Buoy, QMC, is stationed at the Naval Station, Kodiak, Alaska. He is living ashore with his dependents and is authorized by his commanding officer to mess separately (draw ComRats). Prior to 30 June 1953, he was being paid commuted rations of \$1.20 per day, *plus* \$2.40 per day as an overseas station per diem allowance for subsistence. Under the change, he will continue to receive his commuted rations *but* his overseas station per diem allow-



"Parkins, here, is a little new on the job, sir!"

— H. S. Geisenheimer, ENS, USNR



"And you saved them ever since we shoved off—in case we should want a 'mouse a hook' or two?!"

ance for subsistence has been reduced to \$1.35, a cut of \$1.05.

For another hypothetical instance, take a sailor serving on a ship which is operating from Naples, Italy, who has his dependents on station. He was formerly being paid \$3.45 per day as overseas station per diem allowance for subsistence. Being aboard ship, he did not draw commuted rations. His overseas station per diem allowance for subsistence has now been reduced to \$2.40.

Or, take the case of an EM serving at Fleet Activities, Yokosuka, Japan. With his dependents on station, he was drawing \$1.05 per day as overseas station per diem allowance for subsistence, plus commuted rations if authorized to mess separately. Now he will draw only his commuted rations because the \$1.05 reduction completely eliminates his overseas station per diem allowance for subsistence.

In addition to the overseas station per diem allowance, enlisted men, if eligible, will continue to draw either (1) the basic allowance for subsistence if a government mess is not available (\$2.57 per day), or (2) basic allowance for subsistence if the man is authorized to mess separately (\$1.20 per day).

### Inactive Reservists Who Took Active Duty Tests May Advance

Enlisted personnel who have been released from active duty or discharged may be advanced in rate or rating while on inactive duty in the Naval Reserve on the basis of service-wide competitive examinations which were taken while on active duty with the Regular Navy.

To take advantage of this advancement, however, enlisted members discharged from the Regular Navy or Naval Reserve must enlist or reenlist in the Naval Reserve within 90 days of their discharge.

Commanding officers have been advised by BuPers Inst. 1430.9 of 20 Apr 1953, that advancements may be effected for such personnel in accordance with administrative procedures contained in BuPers Reserve Inst. 1430.1A of 10 Apr 1953.

Advancements of Reservists must be effected within six months of the date their promotions were authorized otherwise their eligibility will be voided.

### Six-Month Training Course Open To Junior Officers Selecting Duty in Submarines

Applications are desired from junior officers, both USN and USNR, who want duty in submarines, for the six-month officer training course at the Submarine School, New London, Conn.

The names of 104 officers who have been selected for the class convening 6 July 1953 have been announced by BuPers.

The next course will begin the first week in January 1954. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 1 September.

BuPers Inst. 1520.6A gives the details on requirements for the course as well as the list of the officers selected for the July class.

Volunteers must rank from 1 June 1951 or later if they are lieutenants (junior grade) and prior to 1 Jan 1953 if ensigns. In addition, all officers selected must have served one year as a commissioned officer as of 1 Jan 1954.

Officers must submit with their ap-

plications a signed agreement not to resign during the course and to serve at least one year in the naval service on active duty following the completion of their training.

All officers who apply for this training should be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer should state whether the applicant is so qualified.

Officers will be selected for submarine training on the basis of their fitness report records and their educational background as well as their ability to stand an underway OOD watch.

Each officer's application must be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for submarine duty under standards established by the Bureau of Medicine and Surgery.

A limited number of quarters are available at the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

### Lots of Fresh Navy Water Quenches St. Thomas' Thirst

This year got off to an odd start in the little island of St. Thomas in the Virgin Islands. The tourist season was unusually heavy while the rainfall was unusually light. Only 2.84 inches had fallen during January and February whereas the average fall for this period is 5.22 inches.

Sizing up the situation, the Island-group's governor dispatched a message to the nearest Naval District headquarters—the 10th, at San Juan, Puerto Rico. The message, sent on a Saturday, stated that the island's water supply was "running perilously low" and that replenishment would be needed "in a few days."

The District Commandant immediately asked ships of the Atlantic Fleet Amphibious Force, to help alleviate the shortage. In the meanwhile water barges would be dispatched from Puerto Rico. The Amphib Force ships were lying in St. Thomas' chief harbor of Char-

lotte Amalie, resting up between phases of Laut Phibex II-53 maneuvers.

Just one day after the dispatch was sent, *uss Fulton* (AS 11) had begun pumping fresh water from her tanks into the municipal mains at the former submarine base near Charlotte Amalie. *Fulton* gave more than 40,000 gallons before operational requirements forced her to leave the area. Next morning the job of forcing water into the city's main was taken over by *uss Mellette* (APA 156).

Later in the day the first of a series of water-toting barges, each holding some 160,000 gallons, arrived from San Juan. Other water loads were picked up by the barges shuttling back to Puerto Rico's Roosevelt Roads Naval Station. Under this combined assault, the figure of 1,000,000 gallons was reached—enough to set the thirsty island at ease.



### Congressional Action Taken On Bills of Importance To the Naval Establishment

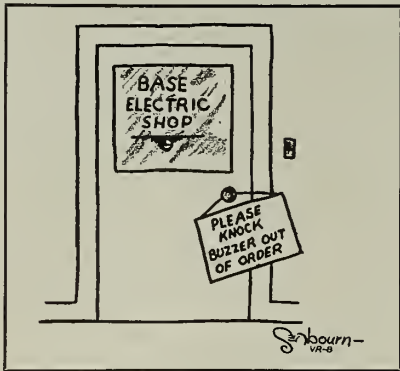
Here is the latest round-up of legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering the two-month period since the last round-up (ALL HANDS, May 1953).

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

**Missing Persons** — Public Law 16 (evolving from S. 1229): Extends for another year, with amendments, the provisions of the Missing Persons Act which concerns persons missing, missing in action, interned in a foreign country or captured by an enemy or hostile force.

**Import Quotas** — Public Law 19



(evolving from H.R. 3658): Extends for two more years the right of members of the armed forces to bring into the U.S. gifts valued at up to \$50 duty free, in addition to other import privileges as a U.S. citizen. (Under current law, any citizen of the U.S. can bring in up to \$400 worth of goods for his personal use.)

**Household Effects** — Public Law 20 (evolving from H.R. 3659): Extends for two more years the law exempting household and personal effects of members of the armed forces brought into the U.S. under Government orders from import duty.

**Service Flag for Family** — Public

Law 36 (evolving from H.R. 2321 and S. 1546): Extends the authority of the Secretary of Defense to approve the design of a service flag which may be hung in the window and a lapel button which may be worn by members of the immediate family of a man in the service during any war or period of hostilities.

**Age Limit for Nurses** — Public Law 37 (evolving from H.R. 4417 and S. 1530): Raises the age limit from 29 to 30 for women accepted in the Regular Navy Nurse Corps and states that women may now be initially commissioned in the grade of LT JG. (At present, however, the Navy's Regular nurse program is closed; application are being accepted through the Naval Reserve.)

**Past Claims for Household Effects** — Public Law 40 (evolving from H.R. 2323 and S. 1547): Permits payment for the cost of transportation of household goods of members of the naval forces for shipment authorized from the home of record to another place selected by them under a limited cost arrangement.

**Survivor's Benefits** — H.R. 5304: introduced; would provide that Navy-men with 18 years' service or more could elect to take a reduction in their eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to the Navyman's wife and/or children in the event of his death after retirement. Under current provisions of law, a retired Navyman's family is not eligible for survivor's benefits unless the Navyman dies as the result of a "service connected" disability or disease. The new plan would be offered both to those now retired and to those retiring in the future.

**Doctor Draft** — H.R. 4495: passed by the House; passed by the Senate; would amend the Universal Military Training Act to provide for the special registration, classification and induction of doctors and dentists. The service requirement under the bill would be from 14 to 24 months, depending upon the persons prior military service, if any, and the \$100 Special Pay per month provision would be continued.

**Postal Clerks** — H.R. 2327: passed by the House; passed by the Senate; would authorize the Post Office De-

### New Enlisted Correspondence Courses Available

Eight new Enlisted Correspondence Courses and two revised editions of earlier courses are now available from the U.S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Na-

val Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists may make application through their Reserve Units. Inactive Reservists may apply directly to the naval district commandant.

In most cases, applicants will be allowed to enroll in only one course at a time.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Ratings
Gyro compasses .....	91532 .....	IC
Patternmaker 3 .....	91548 .....	PM
Patternmaker 2 .....	91549 .....	PM
Gunner's Mate 3, Vol. 2 .....	91352 .....	GM, GMA, GMM, GMT
Personnel Man 3 .....	91419 .....	PN, PNA, PNI, PNR, PNT, PNW
Personnel Man 2 .....	91420 .....	PN, PNA, PNI, PNR, PNT, PNW
Quartermaster 3, Vol. 1 .	91284 .....	QM, QMQ, QMS, RD
Ship's Serviceman Cobbler Handbook ...	91464 .....	SH
Steward 3 .....	91692-1 .....	SD, SDG, SDS
Steward 2 .....	91693-1 .....	SD, SDG, SDS

Navy-men who have completed courses based on the earlier editions of Steward 3 and Steward 2 will benefit by taking the new course.

partment to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

**Naturalization of Servicemen** — H.R. 4233; passed by House; would provide for the expeditious naturalization of persons who served in the armed forces of the U.S. for at least 30 days since the outbreak of Korean hostilities. Alien servicemen seeking naturalization under the new bill would have to furnish affidavits of at least two creditable citizens who can vouch for their good moral character but, if still on active duty, would not have to appear in court. A number of similar bills have been introduced.

**Disability as Result of Travel** — S. 1914; introduced; would provide benefits for members of Reserve components of the armed forces who suffer disability or death while traveling under certain conditions to and from specified types of duty. H.R. 346, a similar bill, previously introduced in the House.

### G.I. Home Loans May Now Be Made With No Down Payment

Credit controls which were applied to G.I. loans for veterans of World War II and Korea have been removed and such veterans may now obtain G.I. home loans with no down payment and with repayment spaced over 30 years.

Prior to the removal of controls, veterans were required to pay at least five percent down in most cases and the maximum loan was usually restricted to 20 or 25 years for repayment.

Restrictions on how the four percent gratuity payment made to veterans who obtain G.I. loans should be applied have also been removed.

The gratuity payment made by the Veterans Administration equals four percent of the guaranteed portion of the G.I. loan up to a maximum of \$160. Previously, the gratuity had to be applied to the loan in order to reduce the principal amount of the loan.

Now the veteran may apply the gratuity in other ways. For example, he may use it to pay the first two or three installments on the loan, or to pay all or part of the first year's taxes and insurance.

### New Form Required on Active Duty Officers to Supplement Qualifications Questionnaire

A new officer's record form, *Annual Qualifications Questionnaire — Active Duty Officers* (NavPers 549) is now being distributed to all commands. It replaces the *Record of Duties Performed* (NavPers 3031) and is to be submitted yearly by all active duty officers both Regulars and Reservists.

While the first regular submission of the new form NavPers 549 will not be made until 28 Feb 1954, (covering the period from 1 March 1953 to 28 Feb 1954), each officer on active duty now is required to review his *Records of Duties Performed* forms to ascertain if they have been forwarded as required (see below) and take appropriate action.

Similar to the one it replaces, the new form will be used to supplement and keep up to date the Officer Qualifications Questionnaire (NavPers 309)—the form all officers complete when they accept a commission.

The form itself consists of a three-page snap-out with a carbon insert between pages two and three. Instructions for completing the questionnaire are on the face of the first page. The reverse of the page is a work sheet.

The work sheet may be retained by the individual officer for his personal file if he so chooses. The completed second page is forwarded directly to the Chief of Naval Personnel; the third page is to be filed in the *Officer Service Record* (NavPers 3021).

Additional information on submission of this new form is contained in BuPers Inst. 1058.24 of 15 May 1953 which also lists the procedures for closing out the replaced NavPers 3031.

Upon receipt of the above Instruction, "each active duty officer shall review immediately all *Records of Duties Performed* (NavPers 3031) in his Service Record." This review will ascertain whether copies have been submitted to the Chief of Naval Personnel covering all active duty periods since 28 Feb 1951. The *Record of Duties Performed Form* is then to be completed and submitted to the Chief of Naval Personnel for active

### Canine Stowaway Enlists, Sees Action in Korea

A month-old puppy wanted to see the world — so he cast his lot with the Navy. Regulations, however, cut short his sea duty, but not before he became a veteran of the Korean War and put in some carrier flight time.

It all started one rainy night when the aircraft carrier *uss Valley Forge* (CVA 45) was tied up at Yokosuka, Japan. The little pup somehow managed to sneak past both the gangway watch and the OOD and to stow away aboard the huge carrier.

His yen to see the world hit its first snag at the following morning reveille after the ship had put to sea, bound for Korea. Quarantine regulations forbid the transporting of animals obtained in a foreign port. The puppy, being of presumed Oriental ancestry, had to go.

While his fate was being pondered, the wistful stowaway was basking in the friendliness of the crewmen. He was "enlisted" in the Navy, issued an I.D. card and given the official name of "Coddy." The sailors even made the dog a dress blue jumper, complete with Korean and United Nations campaign ribbons.

Arrangements were soon made to send Coddy off the ship with a sailor who was flying back to Japan on emergency leave. With an individual set of orders, the pup and his sailor traveling companion boarded a plane and flew off the carrier's flight deck. According to crewmen, it was the first time a dog was ever flown from the deck of *Valley Forge*.

However, before Coddy left, his future was assured. His orders specified that he should be treated in "a manner befitting a month-old puppy with a tour of Korean duty and carrier flight time."

duty periods not previously reported.

The new form should cut down paper work since it is to be submitted but once a year and upon release from active duty. The older form (NavPers 3031) was submitted semi-annually, upon change of station and after a change of command.



## Vets Studying Under Korean G.I. Bill Must Determine Job Goal Before Starting Training

Navy veterans who plan to take advantage of the Korean G. I. Bill must select courses which will further their occupational goals and not duplicate knowledge already acquired.

The Veterans Administration points out that the law prohibits veterans from training under the Korean G. I. Bill toward goals they have already reached either through previous schooling and training or through job experience.

VA explains that a veteran must select his final goal before he can start training under the law. It may be either an educational goal such as the attainment of a college degree; a professional goal, such as law or medicine; or a vocational goal, such as machinist or draftsman.

However, he must also list his previous training and experience on the application form. In this way the VA can determine whether or not he is

already qualified for the goal he has selected.

Furthermore the Veterans Administration will not approve an application from a veteran with a college bachelor's degree, if he wants to take another under-graduate college course merely to be going to school.

However, this same veteran may be permitted to take such a course if he shows it is needed to attain a specific vocational or professional objective. He would have to show, for example, that he intends to follow a specified occupation and that the course would qualify him for it.

Somewhat similar rules apply to a veteran who wants to take a below-college-level school course where classroom instruction predominates.

If he already has a high school diploma he will be allowed to study for a below-college-level course only if it would lead to a vocational objective for which he is not already qualified. And he could also take high school subjects necessary to enable him to get into college.

In determining whether a veteran

is already qualified for a vocational objective, VA will take into account his previous training either in school or on-the-job and his past employment record.

A veteran who applies for a below-college trade or technical course that consists largely of shop practice will be denied training if:

- He has previously completed a similar course for the same occupation.
- He has at any time in the past held a job as a qualified workman in the same trade for which he requests training. However, if the new occupation is at a higher level, he'd be permitted to train for it.
- He has completed an on-the-job training course which qualified him for his desired goal.

The Veterans Administration has also outlined conditions which will result in disapproval of institutional on-the-farm-training. They include:

- A veteran who is successfully conducting a farm operation similar to the one that he wants to train for. Also, if he successfully handled such an operation in the past, his application would be turned down.
- A veteran who previously attended a school which gave instruction in practical agriculture along the lines of the course he wants to take.
- A veteran who has held a job as a teacher of subjects similar to the ones he wants to study.

Applicants for on-the-job or apprentice training will be considered already qualified if, at any time in the past, they have been employed as full-fledged workers in the jobs they want to train for.

Likewise, a veteran's application would be disapproved if he already has had job training that equips him to hold the job he has set as his occupational goal.

A veteran who has completed schooling for a profession such as teaching, engineering and the like may not take on-the-job training for the same profession. However, an exception has been made for graduate lawyers in some States where clerkship training is required before they may take a bar examination.

The Veterans Administration points out that these rules and regulations do not deny training to veterans who need it to gain their goals in life.

## WAY BACK WHEN

### First Salutes to U.S. Flag

New facts concerning salutes to early American flags, prior to the French recognition of the Stars and Stripes in 1778, have been uncovered by historians in recent years.

Denmark is now believed to be the first country to salute the American flag. The incident is said to have occurred on 25 Oct 1776 when a schooner flying the Grand Union, the first ensign used by the American Navy, was saluted by the Danish fortress at St. Croix, Danish West Indies. The same flag, flying over the man-of-war *Andrea Doria*, was saluted by Netherlands forces at the West Indies island of St. Eustatius, 16 Nov 1776. (In the accompanying illustration, John Paul Jones is hoisting the Grand Union aboard the flagship *Alfred*.)

A year or so later — 14 Feb 1778 to be exact — a squadron of the infant American Navy, flying a new flag, sailed into Quiberon Bay, France. The cruiser *Ranger*, commanded by John Paul Jones, approached a French squadron commanded by Admiral La Motte Picquet. *Ranger's* guns thundered a 13-gun salute to the French fleur-de-lis. Moments later, French guns boomed nine guns in return. The Stars and Stripes had been recognized by a major European power.

Both Jones and Picquet were unaware at the time that the French King, Louis XVI, had recognized American independence a week before.



Diplomatic protocol in the 18th century called for lesser nations to honor the larger's might. Thus when Jones fired 13 guns, the French replied with only nine, the same number which would have been rendered, say, to Holland.

Last month, the 175th anniversary of the historic occasion, U.S. Naval Academy midshipmen paused before a painting depicting the salute and recalled Jones' report to the Marine Committee: "... I sent the Admiral (Picquet) word that I should sail through his fleet . . . and would salute him . . . He was exceedingly pleased and returned the compliment also, with nine guns."

# New Report Helps You to Estimate Your Standing on the SDEL

What's your standing on the Shore Duty Eligibility List and how soon can you expect orders to a normal tour of BuPers shore duty?

Numerous inquiries are received in BuPers concerning individual standing on the SDEL, and the approximate date orders to shore duty can be expected. Since it is impracticable to ascertain the date any one man can expect orders to shore duty, BuPers publishes in ALL HANDS semi-annually a tabulation of the SDEL, in order to give each man on the list the opportunity to determine his relative standing.

At the present time approximately 1750 men per month are being ordered to a normal tour of shore duty by BuPers.

From the following information (the ninth tabulation to appear in ALL HANDS) you can estimate your relative standing on the SDEL and how close you are to shore duty. However, don't try to nail it too closely as the need for your rating and rate, and choice of duty station, are the big factors. The table shown here was tabulated as of 1 Apr 1953.

In the majority of cases where the table indicates certain rates have accumulated extremely long periods of sea service, the men concerned have

either requested one or two specific billets for which there is a long wait on the SDEL, or they have only recently requested shore duty and the man's request has not yet been considered for transfer.

As new requests for placement on the SDEL are received almost daily by BuPers and due to the assignment of personnel from the list to shore duty, the totals shown in the table are subject to constant change. The information given here should be used *only* as a general guide. Correspondence from personnel concerning this tabulation is *not* desired.

Remember that personnel of the following categories are not included in the tabulation:

- Men serving ashore outside the continental U.S. with dependents on station who have not yet completed a normal tour for the area as prescribed by BuPers Instruction 1300.15 of 17 Apr 1953.
- Those who have less than six months on board since return from a naval school on returnable quota.
- Men undergoing instruction at a naval school on a returnable or non-returnable quota.
- Men serving in a vessel which has been in commission less than six months since last commissioning.

Also not included in the above categories are over 600 personnel whose names are not on the SDEL and whose enlistments, as indicated on their shore duty request card, have expired.

As a matter of information, when a man on the SDEL has not received orders to a normal tour of shore duty prior to the expiration of enlistment, his name (although remaining on the SDEL), will not be considered further until he advises BuPers after his reenlistment of the following facts:

- New expiration date of enlistment.
- Present *permanent* duty station.
- His rating and rate.
- His Navy Job Classification and Code Number.
- His marital status.

In screening the service records of personnel on the SDEL for transfer to shore duty, BuPers has found that there are a large number of who have not kept BuPers informed of their current status as required by the instructions of BuPers Inst. 1306.20 of 10 Dec 1953, (see ALL HANDS, February 1953, pages 48-51).

Failure to keep BuPers (Attn: Pers B211k) advised of changes in your status will result in unnecessary delay in your shore duty orders.

## NUMBER OF PERSONNEL ON LATEST SHORE DUTY ELIGIBILITY LIST

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM	3	1		1	1	7	2	21	1	41	84	721	91	792
QM	3		5	2	6	11	9	44	7	63	26	311	56	431
RD				1		1			4	24	22	373	26	399
SO	2		3			2	1	2	1	6	12	128	19	138
TM	1		2		1	6		22	3	13	6	49	13	90
GM	1		5	1	6	22	5	71	4	105	22	512	43	711
FC			2	1		1		2	5	11	16	80	23	95
FT	1		1	2	2	2	1	4		20	21	73	26	101
MN						1					4	1	1	6
ET			1						5	1	11	84	17	85
IM	2		1				1		2	1	1	5	7	6



Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
OM				1	1		1	1		1	1	4	3	7
TE	1		1				1	1		4	5	134	8	139
RM			2	2	1	2		7	1	13	68	438	72	462
YN							1		3	4	38	89	42	93
PN										1		51	0	52
SK	1							1		7	24	156	25	164
DK											7	41	7	41
CS								4	1	9	74	287	75	300
SH				1		3				80	51	832	51	916
JO											1	6	1	6
PI									1	2	1	32	2	34
LI												6		6
DM												5		5
SN-SA								2		3		209		214
MM	13	1	62	4	54	31	33	65	18	121	40	627	220	849
EN	4		4		2	8	2	18	8	42	20	210	40	278
MR	2			1				2	1	2	2	43	5	48
BT	16	7	55	10	31	115	6	77	18	143	25	389	151	741
EM	6		4	2	3	5	1	11	5	20	8	177	16	215
IC	1		2		3		1	2		10	2	27	9	39
ME	2		1	2	1	7	2	13	2	40	12	252	20	314
FP	1		2		1	3	2	4	3	21	2	126	11	154
DC	2					1		3	1	5	19	46	22	55
PM											1	2	1	2
ML				1		1			3	2	3	8	6	12
FN-FA												65		65
SV												2		2
CE									1	1		4	1	5
CD										2	2	29	2	31
CM	2										14	21	16	21
BU									1	1	1	30	2	31
SW			3		1		3		2		6	18	15	18
UT									3		6	8	9	8
CN-CP												4		4
SD	1	7		5		9		18	2	73	32	119	35	231
TN						1		1		11		44		57
AD	3		4	1	4	4	14	6	20	9	443	359	488	379

	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
Rating	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
AT											34	71	34	71
AL	1	1	3		8	3	20	14	23	10	86	151	141	179
AO	3		3	1	6	6	4	13	13	25	155	315	184	360
AC												7		7
AB								1		2	10	124	10	127
AE			1		2		2	1			18	80	23	81
AM			2		3		4	1		5	42	118	51	124
PR								1		2	3	45	3	48
AK										3	3	52	3	55
AF-PH									2	3	1	29	3	32
AN-AA										1		55		56
	91	55	208	79	178	294	159	477	209	1009	1501	8334	2335	10248
TOTAL.....12,583														

### List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in May.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*Glory At Sea* (1168): War Drama; Trevor Howard, Richard Attenborough.

*Trouble Along the Way* (1169): Comedy; John Wayne, Donna Reed.

*Port Sinister* (1170): Melodrama; James Warren, Lynn Roberts.

*Niagara* (1171) (T): Melodrama; Joseph Cotton, Marilyn Monroe.

*Girls of Pleasure Island* (1172) (T): Comedy Drama; Don Taylor, Leo Genn.

*Kansas Pacific* (1173): Railroad Pioneers; Sterling Hayden, Eve Miller.

*The System* (1174): Racketeer Drama; Frank Lovejoy, Joan Weldon.

*Tonight We Sing* (1175) (T); Musical Drama; Ezio Pinza, Roberta Peters.

*Cry of the Hunted* (1176): Drama; Vittorio Gassman, Barry Sullivan.

*Code Two* (1177): Melodrama; Ralph Meeker, Robert Horton.

*The Magnetic Monster* (1178): Drama; Richard Carlson, King Donovan.

*Prince of Pirates* (1179) (T): Melodrama; John Derek, Barbara Rush.

*Woman They Almost Lynched* (1180): Western Drama; John Lund, Audrey Totter.

*Dream Wife* (1181): Romantic Comedy; Cary Grant, Deborah Kerr.

*Scandal at Scourie* (1182): Melodrama; Greer Garson, Walter Pidgeon.

*Titanic* (1183): Drama; Clifton Webb, Barbara Stanwyck.

*The Marksman* (1184): Western; Wayne Morris, Elena Verdugo.

*Jazz Singer* (1185) (T): Drama-Musical; Danny Thomas, Peggy Lee.

*Man On A Tightrope* (1186): Sus-

pense Melodrama; Fredric March, Terry Moore.

*Destination Gobi* (1187) (T): Adventure Melodrama; Richard Widmark, Don Taylor.

*Never Let Me Go* (1188): Drama; Clark Gable, Gene Tierney.

*Fort Vengeance* (1189): Western; James Craig, Rita Moreno.

*Lone Hand* (1190) (T): Melodrama; Joel McCrea, Barbara Hale.

*Perilous Journey* (1191): Melodrama; Vera Ralston, Scott Brady.

### Words and Music Feature Sperry's Library

The submarine tender *uss Sperry* (AS 12) boasts one of the finest floating libraries in the Pacific Fleet. It contains more than 3000 volumes, offering a wide variety of fiction and non-fiction.

But reading isn't the only form of leisure pastime offered by *Sperry's* library. Its record collection, valued at more than \$250, is put to good use every evening.

The books, phonograph and records, radio and lounging chairs in the library were purchased by the ship's recreation fund. Besides the books that the recreation fund purchases, the library also receives the usual monthly allotment of books from BuPers.



# Report on Navy Housing Conditions in Great Lakes Area

Since the last ALL HANDS report on housing conditions at Great Lakes, Ill., (December 1950, p. 48) the picture has brightened considerably.

Listed then as "critical," housing conditions in the area of the Naval Training Center have been greatly alleviated through construction programs. Chief among the new projects is "Forrestal Village," a housing project completed early this year.

Personnel of the various Ninth Naval District activities at Great Lakes are assigned housing on a "first come, first serve" basis. The one exception to this policy is assignment to approximately 100 officers' public quarters. These are assigned and designated for occupancy on a job basis by SecNav.

Here are the Great Lakes accommodations available:

- Title VIII Housing—1000 units. These one- two- and three-bedroom houses and apartments are unfurnished, except for stove and refrigerator. Apartments are available to officers and to EMs of the top three pay grades. Twenty-four three-bedroom houses are reserved for LCDRs and above; 44 two-bedroom houses are reserved for LTs and above.

The gross rent for these units is about equal to the basic quarters allowance of the occupant. In some cases, however, it may exceed the allowance. Gross rent includes fixed charges for rent, water and sewage and garbage removal, plus an estimated charge for all other utilities except telephone.

- Defense Housing—200 units. These two-bedroom units are unfurnished except for stove and refrigerator. Presently they are reserved for

## How's Your Housing?

ALL HANDS would like to run other summaries, similar to this one on the Great Lakes area, covering other areas where housing is or has been critical for Navy-men and their dependents.

It is felt that through such run-downs, officers and petty officers can be kept better informed on the housing conditions that await them at their new Stateside duty stations.

In the December 1950 issue, and subsequent issues from time to time, some of the most critical Navy housing areas were listed. Since then, legislation has encouraged builders to construct low-cost housing in some of these areas. Information concerning alleviation of poor housing conditions in such critical areas is especially invited.

EMs of all Great Lakes Naval activities in pay grades E1 through E4. Rental for these units is established in the Navy Rental Housing schedule, total rent varying from \$36 to \$50 monthly.

- Public Quarters—300 units. These one- and two-bedroom units are furnished and utilities are included. Assignments are currently limited to married personnel of pay grades E5, E6 and E7 attached to the Naval Training Center and subordinate commands. (Personnel in Public Quarters pay no rent, draw no BAQ.)

- Trailer park spaces—223 spaces. Spaces are provided with utility connections and community laundry and shower facilities. The original 62-lot trailer park (ALL HANDS, March 1950, pp. 10-12) has been joined by two additional parks. Lots are available to all ranks and rates. Rentals and utility charges vary from \$14 per month for enlisted personnel to \$17 for officers.

Applications for housing are accepted only after reporting to one of the Great Lakes local commands for duty. Advance information on availability may be obtained by writing: "Housing Office, Naval Training Center, Great Lakes, Ill."

Trailer lots and unfurnished hous-

ing in some types and sizes of units are currently available either upon reporting or within a few weeks. There is still a waiting list of several months for some units in the petty officer price range. Lieutenant commanders and above who desire to wait for the limited number of three-bedroom houses reserved for them, in preference to the more readily available apartments, can also expect a wait of several months.

Housing in the civilian communities surrounding Great Lakes still is not plentiful at rates that can be afforded by military personnel. However, the situation has largely improved in recent years. Limited motel and trailer camp accommodations are usually available for temporary occupancy pending location of more permanent housing.

With the completion in the near future of construction of an additional 1500 sale and rental units programmed under Title IX housing for the Great Lakes area, it is expected that the housing situation will improve even more.

## Factory Training for Navymen In Fire Control Equipment

A short factory training course of instruction on newly developed aviation fire control equipment is offered to a limited number of qualified officer and enlisted personnel at U.S. Naval Ordnance Plant, Indianapolis, Indiana.

Unit commanders may submit requests via channels to the Commanding Officer, NOPI. An advance notice of two to three weeks is required by NOPI prior to assignment of trainees.

As now operated, students come aboard the activity for periods varying from one to four weeks of classroom instruction, the time depending upon the equipments for which instruction is requested. They receive training designed primarily to familiarize them with individual pieces of aviation fire control equipment and an opportunity to witness the design and production of electronic bombsights and associated equipment. By talking with engineers and production specialists, they may learn the theory as well as production and maintenance problems of equipment.



"Says he heard we gave first class tests..."

## Former NavCads With 18 Months' Active Duty May Apply for USN

Former Naval Aviation Cadets who were less than 25 years of age when commissioned in the Naval Reserve (after 1 July 1951), and served 18 months or more on continuous active duty immediately following their appointment may submit applications for appointment in the line of the Regular Navy.

Only a limited number can be transferred to the Regular Navy. Eligible officers may submit but one application, according to BuPers Inst. 1120.14 of 17 Apr 1953. This instruction also outlines the procedure to be followed by the semi-annual selection boards and the documents required with each application.

Each applicant accepted for the Regular Navy will be issued a permanent commission in the grade of ensign in the line with the same date of rank he now holds. Officers serving in the temporary grade of lieutenant (junior grade) will be issued a temporary appointment as JGs with the same date of rank presently held in the Naval Reserve.

The original date of appointment as ensign (1325), USNR, will determine the date when an application may be submitted. If an appointment as ensign was accepted between 1 July 1951 and 31 Dec 1951, application may be submitted between 1 Apr 1953 and 30 Jun 1953; personnel appointed between 1 Jan 1952 and 30 Jun 1952 may submit applications between 1 Oct 1953 and 31 Dec 1953; personnel appointed ensign between 1 Jul 1952 and 31 Dec 1952, apply between 1 Apr 1954 and 30 Jun 1954; commissioned between 1 Jan 1953 and 30 Jun 1953, apply between 1 Oct 1954 and 31 Dec 1954.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (b) 800 patients. The actual count is 802 patients.
2. (b) USS *Consolation* (AH 15).
3. (a) 65 knots.
4. (c) 10.
5. (a) Before World War I. A fuel oil transfer at sea was first conducted in 1913 between USS *Arctusa*, on early ailer, and USS *Warrington* (DD 30).
6. (c) Slightly off the bow.

## HOW DID IT START

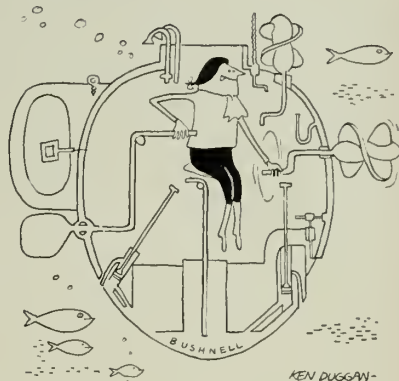
### Ancient Submersibles

Although we think of early submarines in terms of David Bushnell's *Turtle* (1776) and Robert Fulton's *Nautilus* (1800), experiments with submersible craft actually date much farther back.

Ancient history records several attempts at underwater operations in warfare. The Athenians are said to have used divers to clear the entrance to the harbor of Syracuse during the siege of that city. Alexander the Great, in his operations against Tyre, is said to have ordered divers to impede or destroy any submarine defenses the city might undertake to build. But in none of these records is there a direct reference to the use of submersible apparatus. There is a legend, however, that Alexander the Great himself made a descent into the sea in a device which kept its occupants dry and admitted light.

In the Middle Ages, on Arab historian reports that a diver using submersible apparatus succeeded in gaining entrance into Ptolemais, a seaport of Northern Palestine, during the siege of that city in 1150 A.D. In 1538 a diving bell was built and tested at Toledo, Spain. Although it attracted the attention of the Emperor Charles V, the device was never further developed and passed quickly into oblivion.

Then in 1580 a record appears of a craft designed to be navigated underwater. In that year, William Bourne, a British naval officer, drafted a completely enclosed boat that could be submerged and rowed under



the water's surface. This craft consisted of a wooden framework covered with water-proofed leather. It was to be submerged by reducing its volume by contracting the side through the use of hand vises.

Although this particular boat was not built, a similar craft, sponsored by a man named Magnus Pegelius, was launched in 1605. But the designers made a serious oversight. They failed to consider the tenacity of underwater mud. As a result, the craft nosed itself into the bottom of a river during initial underwater trials and stayed there.

Then after more experiments during the 18th century, the submarine was finally included as a part of naval warfare during the American Revolution.

### Enlisted Men and WOs Selected For Officer Training Program

Nearly 50 second class, first class and chief petty officers and warrant officers have been selected for training leading to a commission in the Regular Navy. Five of this group were selected for appointment to ensign (3100) in the Supply Corps and 43 for appointment to ensign (1100) in the line.

This is the first selection in the new naval officer procurement program open to all qualified enlisted and warrant officer personnel of the Regular Navy who have at least 3½ years of continuous service.

Educational requirements call for a minimum of two years' college credit (or the USAFI equivalent as shown by the 2CX test). A sincere motivation for a naval career is also required. Male applicants are considered for unrestricted line, Civil

Engineer Corps and Supply Corps. Their age limitations are 19 and 31½ at the time of application.

Women's age limitations are 21 and 28½ at the time of application. Women can be considered for commissions in the line and Supply Corps.

The selected male line or Supply Corps applicants report to the U.S. Naval Schools Command, Newport, R. I., for 16 weeks of instruction. Selected women applicants report to the Reserve Officer Candidate School, Bainbridge, Md., for seven weeks' instruction.

Announcement of the recent selection was made in BuPers Notice 1120 (2 Apr 1953). Full details on the new officer candidate program are contained in BuPers Inst. 1120 (18 Sept 1952) and in ALL HANDS, December 1952, pp. 52-53.

Deadline for the next selection is 1 Oct 1953.



## DD Keeps Hopping As Los Angeles 'City Limits'

"Los Angeles City Limits" is a sign crewmen of *uss Lyman K. Swenson* (DD 729) feel could well be mounted on the fantail of their ship. but *Swenson's* "L. A." is not the sprawling metropolis—it's the ship with the same name. Time and again during her past two duty tours in the Far East, *Swenson* has served as escort for the cruiser *Los Angeles* (CA 135).

The two ships first joined the company in the fall of 1951. *Swenson* was operating in the Korean theater for the second "go-round" and *Los Angeles* for her first. Later that winter the "small boy"—as the larger combatant ships call the DDs—escorted the big-gunned cruiser during a series of shore bombardments. They took in Chongjin, Songjin, Chaho, Hungnam and Wonsan.

It was at Hungnam that *Swenson* took on and later silenced a four-gun shore battery that fired on *Los Angeles* while the big ship was engaged in bombarding another sector of the beach. The pair also

joined in a search and rescue mission for a downed bomber during this assignment.

In late 1952 *Swenson* again paired off with *Los Angeles* and led the way into the Japan Sea for another caper. Two months later the two shelled enemy gun positions at Kosong.

Last spring the "L A." and *Swenson* once again paired off, the DD steaming in her screening position as the CA readied her eight-inch rifles for working over enemy positions.

A highlight of the DD's first Korean tour was the bombardment of Inchon. During the close-in shelling of Wolmi-Do, *Swenson* lost one of her crew, killed by enemy batteries. Ironically, this was LTJG David H. Swenson, a nephew of the ship's namesake. *uss Swenson* honors the name of Captain Lyman K. Swenson, USN, commanding officer of *uss Juneau* who lost his life when his ship was sunk in the naval Battle of Guadalcanal (Third Savo) in November 1942.

governing this program are outlined in BuPers Inst. 1611.1.

For details on the opportunities for a commission through the NROTC program as well as on how enlisted personnel on active duty may qualify, see ALL HANDS, May 1953, p. 20.

## G. I. Loans Now Guaranteed Carry Higher Interest Rate

The interest rate on G.I. loans guaranteed by the Veterans Administration has been increased from four to four-and-one-half per cent.

The higher interest rate applies to loans made after 5 May 1953. All loans made prior to that date will be continued at the four per cent rate under which they were negotiated.

Here's a sample of how the increase in interest applies: on a \$9000 loan with a 20-year maturity, the mortgage payment amounts to \$2.43 more per month than the veteran would have had to pay under the previous four per cent rate.

The increased rate applies to G.I. farm and business loans as well as home loans.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps Commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 11 — Contains statement by SecNav in support of the Navy Relief Society's annual drive for contributions.

No. 12 — Gives convening dates for selection boards which will recommend active duty officers for temporary promotion to lieutenant.

No. 13 — Suspends Alnav 9-53 which related to payments made under the Foreign Claims Act.

No. 14 — Halts the issue of certain medical tablets.

No. 15 — Notifies Marine Corps units to take no action on SecNav Notice 1060 until further notice.

### BuPers Instructions

No. 1001.12 — States that Naval Reservists on active duty who, by reason of their age, will be unable to retire under the Reserve retirement provisions, may be released from active duty.

No. 1030.11 — Directs that certain former naval personnel now separated from the service must pay back part of the reenlistment bonus they received for an enlistment not completed.

No. 1085.22 — Concerns fingerprinting naval personnel for the Armed Forces police record check.

No. 1085.23 — Amplifies instructions to officers responsible for filling out Officer Fitness Reports (NavPers 310), giving details on the meaning and background of each entry to be made by the reporting senior and the junior reported on.

No. 1085.24 — States that a new form, the "Annual Qualifications Questionnaire" (NavPers 549) will replace the "Record of Duties Per-

## NROTC Ensigns Selected for Retention in Regular Navy

The selection of 84 ensigns for retention as permanent officers in the Regular Navy has been announced by BuPers.

The men named in BuPers Notice 1611 of 23 Apr 1953 are former regular and contract NROTC students who upon graduation from school accepted commissions as ensign, USN, in the calendar year 1950.

Selections for retention are made annually by boards convened during the second quarter of each calendar year. Officers who accepted appointments as ensign in the Regular Navy under provisions of Public Law 729, as amended (79th Congress), known as the "Holloway Plan," must apply for retention as permanent USN officers by the dates prescribed in the Law.

Officers who do not apply for retention have their commissions terminated not later than the third anniversary of acceptance of their original USN commission.

The instructions and procedure

formed" (NavPers 3031) for keeping an officer's experience up-to-date.

No. 1140.1 — Informs the naval service of information concerning persons on active duty which should be furnished the Selective Service System.

No. 1220.10 — States that enlisted aviation pilots authorized to carry out operational or training flights in Navy aircraft must have orders to that effect, and states that such status can be lost because of broken service re-enlistment.

No. 1306.10A — Summarizes information concerning duty assignment rotation for enlisted women.

No. 1320.3 — States that certain orders for active duty or for release from active duty for Naval Reserve officers are not being forwarded, as required, to BuPers, and informs commanding officers what reports are required.

No. 1526.6 — Pertains to the rate of courts martial for absenteeism, and advises what can be done to lower the rate.

No. 1530.25 — Informs enlisted men, USNR and USMCR, who report for active duty after the Navy-wide preliminary exam for the Naval Academy (who had previously submitted their application for consideration) how they may still be considered.

No. 1760.4 — Directs commanding officers to make available to their personnel information on the Soldier's and Sailor's Civil Relief Act of 1940.

#### BuPers Notices

No. 1520 (8 May 1953) — Makes certain changes in BuPers Instruction 1520.15 (Change One) which concerns applications for postgraduate instruction.

No. 1433 (11 May 1953) — Confirms as permanent the temporary ad-

vancements in rating of enlisted personnel on active duty with the Regular Navy in pay grades E-5 and E-6 whose effective date of advancement fell in the period from 1 Jan 1952 to 31 Dec 1952, inclusive.

No. 1440 (15 May 1953) — Authorizes commanding officers to take action toward combining Photographer's Mate (PH) and Aviation Photographer's Mate (AF) ratings, and other action relating to Emergency Service Ratings.

No. 5215 (19 May 1953) — Cancels a number of obsolete BuPers Circular Letters.

No. 1085 (20 May 1953) — Warns naval personnel that there is a penalty for allowing unauthorized persons to use the Armed Forces Identification ("I.D.") Card.

No. 1130 (27 May 1953) — Contains the list of Naval Reservists on active duty who are authorized to enlist in the Regular Navy in pay grades E-6 and E-7 as the result of service-wide competitive examinations.

No. 1426 (28 May 1953) — Lists the temporary officers and enlisted men recommended for appointment to the permanent grade of ensign, USN, for Limited Duty Only, selected by the 1953 LDO board.

### 'Prep' Courses for Officers Offered by Naval War College

Preliminary and early training for command responsibilities is being offered by four correspondence courses at the Naval War College, Newport, R. I.

These four courses serve as a "prep school" for officers — USN or USNR — who may later attend resident courses at the Naval War College or some other advanced command and staff school.

The following courses are offered: Logistics, Strategy and Tactics, International Law, and Advanced International Law.

The scope of these courses and how to get them are described in *Naval War College Catalog of Correspondence Courses* available at all ships and stations. Additional copies are available at the Department of Correspondence Courses, Naval War College, Newport, R. I. These courses are also described in the *Catalog of Officer Correspondence Courses* (NavPers 10800), available at district publications and printing offices.



"No, thanks, ma'am — just looking."

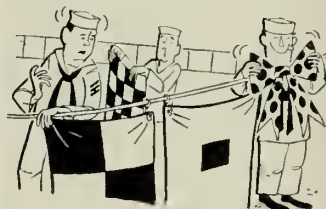
## HERE'S YOUR NAVY

Navy ships, like women, like to put on an extra bit of finery now and then. With a U.S. Naval vessel this is called *dress ship* or *full dress ship*. A "dressed ship" displays her largest national ensign at the flagstaff and another large size ensign from each masthead. A



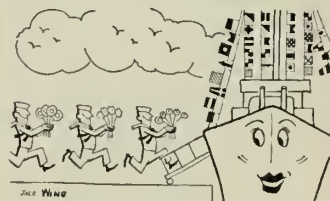
"full dressed ship" takes up where the dressed ship leaves off. It displays a rainbow of signal flags and pennants bent on a "dressing line" which runs from the foot of the jackstaff to the mastheads and down again to the foot of the flagstaff.

Occasions on which to dress or full dress a ship are national holidays, especially Washington's Birthday and the Fourth of July. Ships also don their flags on other special occasions, as



directed by the Secretary of the Navy. Then too, they may dress or full dress when in foreign ports or in company with foreign ships during foreign national holidays or other solemnities.

Preparations for full dressing usually begin the previous evening when the operations gang secures the flags to the dressing lines. Such forehandedness enables a ship and others with her to put her display aloft promptly at 0800 on



the next morning. Ships keep their displays flying until sunset, when they haul them down together on signal. Only ships which are not underway dress or full dress; ships underway don't do it.



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ WHEAR, Roger G., Jr., HN, USN, serving as a corpsman with a Marine Infantry Company on 20 Aug 1952. Although seriously wounded in the chest and arms and suffering from a broken leg when a mine exploded, while participating in a reconnaissance patrol with two Marines, Whear crawled across the mined area in an attempt to aid his stricken comrades. Unable to save the patrol leader, he inched his way to the side of the other Marine, bandaged his wounds and halted arterial bleeding, thereby preventing shock to the casualty which otherwise might have proved fatal. Continuing medical aid to the stricken man until the rescue party arrived, Whear was directly instrumental in saving the life of the wounded Marine.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold star in lieu of second award:

★ OFSTIE, Ralph A., VADM (then rear admiral), USN, Chief of Staff to Commander Naval Forces, Far East, from 6 May 1951 to 12 May 1952. Admiral Ofstie assumed greatly increased responsibilities upon the appointment of Commander Naval Forces, Far East, as senior delegate to the U.N. Commission for the Military Armistice Negotiations. He made vital decisions in connection with the varied and complex problems presented during the absence from headquarters of ComNavFE for protracted periods, and was greatly responsible for the continued effective operations carried out against the enemy.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ DOERR, Charles W., HN, USN, (post-

humously), serving in a Marine infantry company on 6 Oct 1952.

★ FANT, Patrick M., LTJG, USNR, serving in Attack Squadron 702 on 18 May 1951.

★ HOESCHEN, Kenneth G., HN, USN (posthumously), serving as a corpsman with a Marine Infantry Company on 8 Aug 1952.

★ LEWIS, Price, Jr., LT, USNR, CO of USS LSMR 525 on 17 July 1951.

★ MCCUBBIN, Orville W., BM1, USN, serving as a boatswain's mate in USS Kite (AMS 22) on 9 Nov 1951.

★ MURPHY, Francis P., HM3, USN (posthumously), serving in a Marine infantry company on the night of 4-5 Sept. 1952.

★ RAMBY, Vivian D., HN, USN, serving as corpsman with a Marine Infantry Company on 28 Oct 1951.

★ SYPNIEWSKI, Stanley L., HN, USN (posthumously), attached to a Marine rifle company on 13 Aug 1952.

★ THOMAS, Gordon W., HN, USN (posthumously), serving as a corpsman attached to a Marine Infantry Company on 8 Aug 1952.

Gold star in lieu of second award:

★ STEWART, James M., LCDR, USNR, CO of USS LSMR 409 on 17 July 1951.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ BEEBE, Marshall U., CDR, USN, Commander Carrier Air Group Five from 22 Aug 1951 to 12 Jan 1952. Combat "V" authorized.

★ BROWN, Sam J., LCDR, USN, CO of USS Grasp (ARS 24) from 11 February to 15 Oct 1951. Combat "V" authorized.

★ BYRNE, Edward G., LTJG, MC, USNR, regimental surgeon of a Marine Infantry Regiment from 23 November to 4 Dec 1950. Combat "V" authorized.

★ CLAUDIUS, Herbert G., CDR, USN, CO of USS Floyd B. Parks (DD 884) from 19 March to 16 May 1951. Combat "V" authorized.

★ CLEAVER, Thomas L., LCDR, USN, Commander Mine Division 32 from February 1951 to February 1952. Combat "V" authorized.

★ DWIRE, Oliver S., CDR, USN, serving in USS Helena (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

★ DYER, Walter L., CAPT, USN, CO of USS Helena (CA 75) and Task Element

Commander from 8 June to 28 Nov 1952. Combat "V" authorized.

★ GANTAR, Mark M., CDR, USN, serving in USS Toledo (CA 133) from 18 April to 14 Nov 1951. Combat "V" authorized.

★ GAY, Jessie B., Jr., CDR, USN, CO of USS Stickell (DD 888) on 14 June 1951. Combat "V" authorized.

★ GRANSTROM, Donald M., CDR, USN, CO of USS Orleck (DD 886) from 19 March to 16 May 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ SHREWSBURY, Richard M., LTJG, USN, serving in Carrier Air Group 102 on 18 July 1951.

★ SINGLETON, Gerald E., ADC., USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SINIARD, Marvin L., ATC, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SMITH, John H., AL2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ STOBIE, Edwin F., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ STONE, Troy E., LTJG, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SULLIVAN, Richard J., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SWISHER, Forrest D., ENS, USNR, (posthumously), serving in Fighter Squadron 191 on 14 June 1952.

★ THOMPSON, William F., Lt (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ TREICHLER, Leonard J., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ VINSON, Harry J., AT2, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WALDMAN, Albert C., Jr., LCDR (then LT), USN, attached to Carrier Air Group 102 on 13 July 1951.

★ WEBER, John G., LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ WESTERVELT, Howard W., Jr., LTJG, USN, (posthumously), serving in Fighter Squadron 192 on 10 Sept 1952.

★ WHITE, Jackson, LT, USN, serving in Carrier Air Group 102 on 29 Sept 1951.



# NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ ASK, Clifford W., AE2, USN, serving *uss Princeton* (CVA 37) from 30 April Japan, on 11 Aug 1952.
- ★ COTHERN, Billie A., AN, USN, serving as a member of the Aircraft Crash Crew at the U.S. Naval Air Station, Kodiak, Alaska, on 10 Sept 1952.
- ★ PARKER, Theodore B., Sr., HN, USNR, serving with a Marine Air Support Section in Korea on 11 Jan 1952.



"For heroic or meritorious achievement or service during military operations..."

- ★ AUSTIN, Frank H., Jr., LT (then LTJG), MC, USN, serving with Marine Fighter Squadron 212 from 27 March to 10 Dec 1951. Combat "V" authorized.
- ★ BLOCK, George L., CDR, USN, serving in *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.
- ★ BOWMAN, Nelson, D., GM1, USN, serving in *uss James C. Owens* (DD 776) on 7 May 1952. Combat "V" authorized.
- ★ BROWN, Franklin E., GM1, USN, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ CONROY, Thomas L., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ DALLENDORFER, Andrew J., LCDR, USN, serving in *uss Saint Paul* (CA 73) on 21 Apr 1952. Combat V authorized.
- ★ DARROCH, James W., CDR, USN, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ FULCHER, Norman L., ME3, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ FLYNN, Edward P. Jr., LCDR (then LT), USN, CO of *uss Incredible* (AM 249) from 15 Aug 1950 to 11 July 1951. Combat "V" authorized.
- ★ GARY, Stanley P., LT (then LTJG), USN, CO of *uss Mocking Bird* (AMS 27) from 24 June 1950 to 30 May 1951. Combat "V" authorized.
- ★ GORMAN, Jerry L., HM3, USN, attached to the First Marine Division on 29 Nov 1950. Combat V authorized.
- ★ HOLLY, David C., LCDR (then LT), USN, chief staff officer and intelligence officer on the staff of Commander, Republic of Korea Naval Forces; chief

staff officer to Commander Fleet Activities, Pusan; and senior U.S. naval adviser to the Republic of Korea Naval Academy, Chinhae, from 10 July 1950 to 7 Aug 1951.

- ★ JENRETTE, Boyd D., BT1, USN, serving in *uss William Seiverling* (DE 441) on 8 Sept 1951. Combat "V" authorized.
- ★ JOHNSON, Richard B., GM1, USNR, serving in *uss New Jersey* (BB 62) from May to Nov 1951. Combat "V" authorized.
- ★ JONES, Walter J., HN, USNR, attached to a Marine infantry company on 10 June 1951. Combat "V" authorized.
- ★ KELLY, John D., GM1, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ KINT, John R., LTJG, USN, serving in *uss Toledo* (CA 133) from 18 April to 14 Nov 1951. Combat "V" authorized.
- ★ KRILICH, John L., FN, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ LAUGHLIN, Leonard R., LT, USN, serving in *uss New Jersey* (BB 62) from 16 May to 14 Nov 1951. Combat "V" authorized.
- ★ LAZIO, Louis, DC1, USN, serving in *uss William Seiverling* (DE 441) on 8 Sept 1951. Combat "V" authorized.
- ★ LEEMAN, Robert W., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ MAGNELL, Alfred T., CAPT, SC, USN, on the staff of Commander Naval Forces, Far East, from 17 Aug 1950 to 1 Dec 1951.
- ★ McEVOY, William P., FN, USN, serving in *uss Walke* (DD 723) on the morning of 12 June 1951. Combat V authorized.
- ★ McMAHON, James P., LT (then LTJG), USN, CO of *uss Chatterer* (AMS 40) from 25 June 1950 to 31 May 1951. Combat "V" authorized.
- ★ RAPOPORT, Gerald A., HM3, USNR, attached to the First Marine Division on 29 Nov 1950. Combat V authorized.
- ★ SHRIVER, Joy N., BM1, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
- ★ SMITH, Charles H., CAPT, USN, Task Group Commander of Naval Forces deployed along the East Coast of Korea from 15 to 28 Oct 1951. Combat "V" authorized.
- ★ SMITH, Charles W., Jr., CDR, USN, serving in *uss Bon Homme Richard* (CV 31) from 29 May to 21 Nov 1951. Combat "V" authorized.
- ★ SMITH, Richard T., YNC, USNR, attached to the staff of Commander Naval Forces, Far East, from 22 Sept 1950 to Dec 1951.
- ★ STROGIS, Ignatz J., Jr., HN, USN, (posthumously), attached to a Marine rifle company on 5 July 1952. Combat "V" authorized.

★ THOMAS, Donald I., CAPT (then commander), USN, executive officer of *uss Helena* (CA 75) from 26 July to 25 Oct 1950. Combat "V" authorized.

★ THWEATT, Harry E., HMC, USN, attached to the First Marine Division from 27 Nov to 12 Dec 1950. Combat "V" authorized.

**Gold star in lieu of second award:**

- ★ BUNCE, Peris G., CDR, USN, on staff of Commander Carrier Division Three from 26 March to 28 Nov 1951. Combat "V" authorized.
  - ★ CHANDLER, Daniel F., LT, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
  - ★ COLEMAN, James P., CDR, USN, CO of *uss Purdy* (DD 734) and Commander Songjin Bombardment and Patrol Element Forces from 6 Nov to 12 Dec 1951. Combat "V" authorized.
  - ★ DE LA CALZADA, Lucio, TN, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
  - ★ DEWEY, Irving D., CDR, USN, CO of *uss Marshall* (DD 676) and Commander Task Element 95.28 from 27 Nov to 27 Dec 1951. Combat "V" authorized.
  - ★ HERENDEEN, William R., HM3, USN, attached to the First Marine Division on 29 Nov 1950. Combat "V" authorized.
  - ★ JOHNSTON, Means, Jr., CDR, USN, CO of *uss Beatty* (DD 756) from 6 to 9 Nov and from 4 to 11 Dec 1951. Combat "V" authorized.
  - ★ PRINCE, Howard R., CAPT, USN, on the staff of Commander Naval Forces, Far East, from 22 July 1950 to 8 Nov 1951.
  - ★ STOW, Walter K., Jr., CDR, USN, serving in *uss Manchester* (CL 83) from 10 Sept 1950 to 1 May 1951. Combat V authorized.
  - ★ TOWNSEND, Herbert N., LTJG, USN, attached to Underwater Demolition Team Three from 30 June to 8 July 1951. Combat "V" authorized.
  - ★ WATTS, Donald L., Jr., LCDR, USNR, CO of Fighter Squadron 874 from 31 May to 28 Nov 1951. Combat "V" authorized.
  - ★ WEAKS, Marvin D., HN, USN, attached to the First Marine Division on 28 Nov 1950. Combat "V" authorized.
  - ★ WILEY, Herbert W., LCDR, USNR, CO of Attack Squadron 923 from 31 May to 25 Nov 1951. Combat "V" authorized.
  - ★ WOLTER, Richard S., HM3, USN, serving in a Marine Infantry Company on 12 and 19 Feb 1952. Combat V authorized.
- Gold star in lieu of fourth award:**
- ★ BAUGHAN, Robert L., Jr., CDR, USN, CO of *uss Porterfield* (DD 682) from Aug 1951 to Jan. 1952. Combat "V" authorized.



# BOOKS: FICTION, FACT, BIOGRAPHY ARE ON JULY READING LIST

LOTS of good books have been chosen by the BuPers library staff and are now finding their way to Navy libraries ashore and afloat. Here are reviews of some of the latest volumes:

• **North From Malaya**, by William O. Douglas; Doubleday and Company.

William O. Douglas, Associate Justice of the U.S. Supreme Court, has written another report on his travels. This one, dealing with Asia, is divided into five sections titled Malay-Jungle Guerrillas; the Huks of the Philippines; Vietnam — A Nation in Disintegration; Burma and the Counterrevolution; and Formosa, Korea and the Fifth Front.

Mr. Justice Douglas talked with government officials and the man in the street at these Asiatic centers. He lived with the people, observed their living conditions, their struggles, their problems. He shared experiences with United Nations forces in Korea.

In reporting what he has learned,

Douglas has tried to present as many "angles," as many different points of view, as possible. He has tried to see all sides to the many and complex issues, and to understand the Asian ideas and ideals, the mental attitudes of these people.

He has come back to the States convinced that Asia — given the right kind of western support — will not go communistic in the long run. He cites the example of Burma; he points out the strides made in the Philippines, the current trend in India.

This is a worthwhile book in many ways. It will give the sailor an idea of what is behind many of the political and military maneuvers made in the world today. It will provide a better understanding of the situation in Asia and will offer food for thought on possible solutions to the existing problems.

The author writes in a lucid style, flavoring his information with interesting anecdotes, giving keen insight into the matter at hand.

★ ★ ★

• **Rogue's Yarn**, by John Jennings; Little, Brown and Company.

This is the story of a boy from a farm who winds up as a member of the Marine contingent on board the old USS *Constellation* under Truxtun.

Christopher Carey, barely 18, was forced to leave his home on Maryland's eastern shore for beating up a farmhand. Then he becomes involved in a tavern brawl and is forced to flee once more — this time on board the *Friend's Adventure*, skippered by brawny Jasper Moore.

Unhappy, bitter, penniless, Kit goes ashore at Norfolk. He joins the U.S. Marines and is assigned to *Constellation*. It doesn't take Kit long to realize he's going to have rough going, and he will have to curb the temper that has plagued him. Adventure follows adventure and Kit moves up the promotional ladder, eventually winning a commission.

It would take too long here to outline the plots and counterplots. Suffice it to say there is action, intrigue, adventure a-plenty ashore and afloat. Sailors who like a bit of naval history tied in with their sea yarns will find this book of particular interest.

• **Jolly Roger—The Story of the Great Age of Piracy**, by Patrick Pringle; W. W. Norton and Company.

This is not a blood-and-thunder yarn of pirate adventures in the romantic vein, nor an exposé of those men known as the "abominable brutes." Instead, Mr. Pringle has attempted to chronicle the age of piracy, debunking some of the misconceptions concerning this "profession," and generally setting the records straight by means of thoughtful interpretation of the information available.

The author, wisely, has not attempted to "tell all" about piracy in one short volume. He has, however, gone into considerable detail concerning the pirates of the "golden age" which began "with the reign of Queen Elizabeth I and ended in the second decade of the eighteenth century."

In this book, you'll read about John Ward, a Jacobean pirate, Henry Morgan, Captain Kidd and many, many others. You'll learn about the punishments at sea and — if you've never before related them to shore-side punishments in those days — you'll be surprised to learn that punishment afloat was often more merciful than that administered ashore.

All in all, it's well worth looking into by any salty sailor of today's Navy. And there are lots of illustrations.

★ ★ ★

• **The Dark Angel**, by Mika Waltari; G. P. Putnam's Sons.

Here's another "costume piece" by the Finnish author of *The Egyptian*, *The Wanderer* and other novels.

The setting is laid during the siege and capture of Constantinople by Sultan Mohammed II: 1452-1453.

Narrator and central character of the yarn is John Angelos who is something of a man of mystery—both as to his ancestry and his present occupation. Formerly a close friend of the sultan, he is believed to be a spy by many. The fact that John is in love with the daughter of an archduke who happens to be an enemy of the emperor does not make his position easier.

Waltari, always at home with a melodramatic historical novel, has done well here. There is the usual excitement and intrigue done in panorama style with a firm basis in history.

## SONGS OF THE SEA

### The Life Boat's Crew

Oh, the life boat's crew are we;  
And we sail the deep blue sea,  
Yes, we're members of the life boat's crew.  
And we're ready one and all,  
When we hear the bo's'n's call:  
For we're members of the life boat's crew.  
Yes, we're ready every man,  
To save you if we can,  
For we're members of the life boat's crew.  
—Old Sea Chanty





# Adrift in an Open Boat



## AN ODYSSEY OF WORLD WAR I

How a Navy lieutenant and his ragged band of survivors from a torpedoed transport found themselves in the teeth of a raging gale—and lived to tell this tale. From a History of the Naval Transport Service by VADM Albert Gleaves, USN.



LTJG Ross P. Whitemarsh, USN

*It had been only that morning when the cry had rung through the ship: "Torpedo! On the port quarter!"*

*Target of the torpedo was the British transport Dwinsk. She carried on board a couple of U. S. naval officers, plus a Navy signalman and a radioman whose job it was to insure smooth communications with the other ships of the convoy, most of which were manned by United States personnel.*

*Several men standing topside caught a glimpse of the torpedo as it "porpoised," flashing out of the water then back in again, continuing its plunge toward the lumbering transport. Fired at close range, the torpedo was too close to dodge.*

*When it hit, there was a terrific explosion aft of amidships, back by the after hold. The captain immediately ordered all engines stopped. Then, as the transport began to settle, he gave the order, "Abandon Ship."*

*Now the survivors were in the water, seven boats altogether. They clustered about, a few hundred yards astern of the doomed Dwinsk. In one of them was a young Navy*

*lieutenant, Lieutenant (junior grade) Ross P. Whitemarsh, USN.*

*The German U-boat after steaming off a thousand yards, opened fire on the helpless ship. Most of the shots were effective—one landed in the powder magazine, another among the smoke boxes provided for making smoke screen. After the 18th shot, the ship listed heavily to port and sank, stern first, her bow pointing skyward.*

*It was 11:15 the morning of Tuesday, 18 June 1918. The date signified the beginning of a lonely odyssey for the men of Boat No. 6.*

*How they lived through it and survived to tell the tale, is here recounted by Lieutenant Whitemarsh in the words of his official report to the Navy Department, reprinted as they appeared in A History of the Naval Transport Service by Vice Admiral Albert Gleaves, USN.*

Reprinted from A History of the Naval Transport Service by Vice Admiral Albert Gleaves, USN, published in 1921 by Doubleday & Co., Inc., New York, N. Y. Now in the public domain.



# Adrift in an Open Boat

WE discovered first of all that our boat was leaking badly and the sail, which was a lug rig, was rotten and full of holes. There was no tinned meat in the boat, nothing but 24 gallons of stale water and some moldy sea biscuit.

Our boat, No. 6, was sailing in the general direction of the rest of the boats, but losing distance steadily on account of the rotten sail.

Shortly after noon smoke was reported on the horizon to the Eastward. In a short time a ship appeared and developed into a four-stacker of the *Von Steuben* type. [It was actually Von Steuben; see box — Ed.] She was making full speed toward our boats, and our wishes for an early rescue seemed about to be realized. But she suddenly stopped, avoiding a torpedo fired from the invisible submarine which must have been using our boats as a decoy.

The ship opened fire on the submarine's periscope and fired five shots, the projectiles ricocheting over our heads. The ship then got underway quickly and soon disappeared.

The German submarine came to the surface again more than a mile astern, and approached our boat. She came alongside on our port hand and the captain, who was burdened with iron crosses, asked us through his white-clad lieutenant what the name of the four-stacker was, and whether or not she was an auxiliary cruiser. I told him I didn't know.

The presence of the submarine at such range gave us and opportunity to study her characteristics. She was a dull slate gray in color and showed marks of continuous running on the surface. The paint was worn off at the water line where the hull was rusty. There was no lettering or distinctive markings on her. She was about 275 feet long and had a beam of approximately 30 feet. Her armament consisted of two six-inch guns and four machine guns. The six-inch guns were situated midway between the conning tower and the forward and after ends respectively. The machine guns were grouped about the conning tower, two forward and two aft.

The submarine was of the double hull type, with about five feet of freeboard. The tonnage was perhaps 2,500.

**SUBMARINE'S DECOYS —** *Von Steuben*, attacked by German U-boat, reported *Dwinsk's* boats as decoys.

The conning tower was directly amidships. If anything, the bow was a trifle higher than the stern.

A life boat was carried, lashed to the deck, aft of the after gun. Still further aft on the submarine was an apparatus which I believe was used for mine sweeping or mine laying. Since it was housed it could not be made out accurately. At one time I counted 37 men, including officers. The lieutenant who acted as interpreter spoke broken English and understood only with difficulty. The guns were kept trained on us while we were near the boat but they left us unmolested, not even inquiring as to our plans or provisions.

It was at this time that our boat started to pass Boat No. 3 in a favorable breeze. Cadet Morrison shouted from Boat No. 3 that we ought to stay together. Our sail soon developed greater rents which allowed Morrison's boat to forge ahead toward the leading boats, however, leaving us behind. It was a matter of indifference to us, except that a single sail might appear to a possible rescue ship more suspicious than a group of them.

We sailed all that night. The wind was ENE. Early next morning a heavy rain fell. The French sailor, Mouellec, had oilskins, and three others had safety suits but the rest of the crew were thoroughly drenched. Two men particularly, who were in pajamas, were mercilessly exposed, even after those who were more plentifully supplied had shared their clothing.

We sighted a two-stacked steamer at dawn, close on our starboard hand. She showed a signal of distress, a red flare, but the steamer didn't reply to our signal. Five more times in the next four days we were passed by ships which we were almost certain would pick us up, but the period of jubilation invariably turned to one of despair when the ships headed away and left us. We found out later the *Von Steuben* had sent out a report saying that our boats were being used as a decoy by the German submarine, and this probably accounted for the failure of these ships to rescue us.

There was a heavy rain all day Wednesday, June 19th. At evening the rain lessened. Our boat was now alone, keeping on the same course.

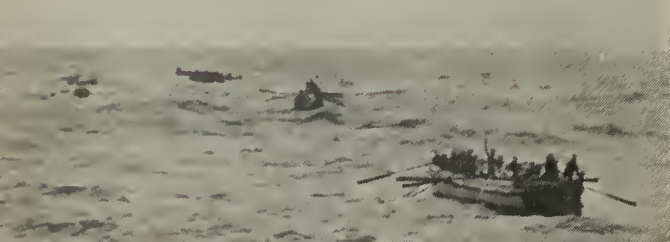
On Thursday nothing happened until evening when we sighted a steamer on our port hand, zigzagging. We showed several red flares but without result. At almost the same time we sighted a large bark, steering westward at such an unusual rate of speed that it was thought she might have used as a supply ship for submarines. She showed no signs of having seen us.

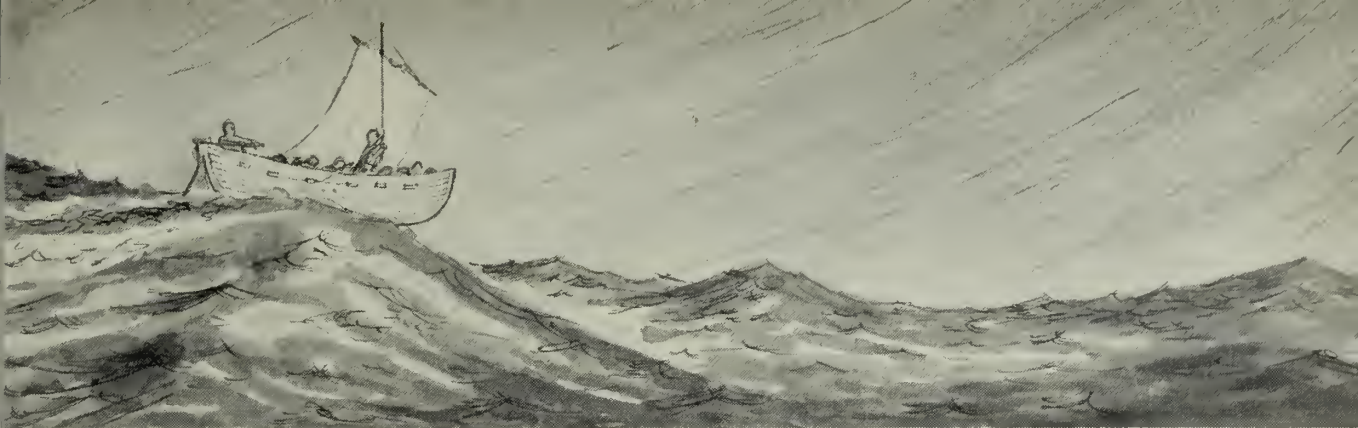
On Friday we continued to sail on course WNW with a favorable breeze. Another steamer sighted failed to pick us up and we sailed through the night.

Watches were stood by every member in the boat. Three men were lookouts and stood two-hour watches. Currie (Cadet), Pritchard (First Officer), and I, took three-hour tricks at the helm in turn, while the remainder constituted the bailing detail, two men bailing for a period of a half hour.

As time went on signs of weakness began to appear; some men were compelled to stop work although they were still willing. The Maltese lad (assistant cook) named Sammut, had been torpedoed once before, when, in abandoning ship, he had been struck by the life boat swinging into the side of the ship. The injuries he had sustained to his hip had never completely healed.

Chief Baker Walker was given an additional allow-





**RIDING THE CRESTS**, the men in Boat No. 6 had their seamanship and endurance tested for 10 days before rescue.

ance of water on account of the nature of his previous duties. The ration was a pilot biscuit a day and a half pint of water. Walker's mind, however, began to wander and he began to talk thickly of the coffee he was making and the pies he would be able to serve at five o'clock.

Spooner (fireman) went temporarily insane and in all my life I have never heard such an original and easy flow of profanity.

Early Saturday morning we sighted ship's Boat No. 3 and went alongside. The crew had apparently been picked up. Mouellec (French seaman) entered the empty boat and did the greater amount of work in salvaging a new sail, a boat compass, a pair of shoes, can of biscuits and quantities of line, blocks and rigging.

From this time the Frenchman was perfectly happy and busy, rigging an old shirt to a pole and running it up to the masthead for a distress signal, making capes from the old sail, making spray shields, splicing and working on the rigging. He never seemed to worry and was always ready with a smile and cheery word. His activity was unusual, considering that he was 45 years of age. Since I was the only one who understood French, he used to talk to me for hours about his past life and the weather.

By Saturday noon the wind from the east increased to a moderate gale. It was at this time that Pritchard, the First Officer, while having the sail reefed, allowed the boat to get into the trough. When I told him how to straighten out, he became angry and said he had forgotten more about sailing than I had ever known. A perfect accord could not be expected and certainly not enforced with the hatchet, our only weapon, so I allowed the matter to drop and took the helm myself.

All afternoon the wind continued to increase and the sea rose very high. The direction of the wind changed a bit to the right and held steady. The spray would occasionally drench us all. The sail, bit by bit, was taken in altogether. Two small triangles of canvas were rigged forward to keep her stern to wind and weights shifted aft.

A line was made fast to the mast to indicate the direction of the wind, and I gave the helm to Seaman Fallon. He lay on his back in the stern sheets and steered while the boat was making five or six knots through the water. At 5:00 P. M. the gale was raging furiously with a heavy sea running. At 6:00 P. M., Fallon, drenched repeatedly, had a cramp and Cadet Currie took his place.

Currie was the 17-year-old son of a famous English sportsman and banker. He had not been at the helm five minutes before he saw a heavy cross sea coming down upon us. Unfortunately he released the tiller and obeyed

the impulse to throw up his hands to keep the water off. The sea dropped in over the starboard quarter and washed him overboard, at the same time filling the boat to the gunwale.

I straightened the boat out, and all hands turned to with hats, buckets and shoes to clear the boat of water and to man the oars. The attempt to back the boat to pick up Currie only resulted in getting her into the trough. Currie was swimming toward us but not a third as fast as we were drifting. To save the lives of those remaining in the boat, we had to abandon the attempt to rescue Currie.

A little later another sea dropped down on top of the boat and knocked every one about, swamping the boat again. Pritchard, helmsman at this time, was suddenly stricken, and when the boat was again freed of water, he lay down in the bottom. I took the tiller and stood up in the boat in order to see the waves and feel the wind to better advantage. The men sat down in the bottom to improve the stability, and three of them appointed themselves my protectors by hanging onto my feet and knees.

The Frenchman stood up in the bow, like a gray ghost, hanging onto the mast. When the boat was poised on a wave, the bow down at an angle of 45 degrees and charg-

### **U-Boats Used Lifeboats as Live Decoys**

How the U-boat that sank *Dwinsk* nearly succeeded in torpedoing another American transport was later told by members of the crew of *Von Steuben*. This ship had been captured in an American harbor when the U. S. entered the war and was doing yeoman duty as a troopship.

At the time of the *Dwinsk* sinking, *Von Steuben* had been en route from France to the U. S. when she sighted a number of lifeboats off the port bow. Hardly had she spotted the lifeboats when an alert lookout spied the wake of a torpedo about 500 yards from the ship.

He reported promptly to the bridge and the captain took immediate evasive action which saved the ship. Several depth bombs were dropped at the estimated position of the submarine but with no result.

At the time, *Von Steuben* had received no SOS signal from *Dwinsk* and the captain decided that the lifeboats were merely decoys for lurking submarines. It was only afterward that he found out they were decoys all right, but live decoys — the survivors of their sister transport.



# Adrift in an Open Boat

ing along at express speed, he seemed to be the least perturbed of the crew.

It was very dark and the wind, still increasing, brought intermittent rain squalls. This was not without advantage, since by opening the mouth water could be obtained. The water had a peculiar taste, as if there were quantities of ashes or dust in it. At times the rain would fall in torrents until the great waves were completely hidden by the rain splashes. This doubtless rendered the sea less perilous, a circumstance which perhaps saved the life boat from being wrecked.

It was about 11:00 o'clock that night when the wind began to shift rapidly. The wind would come from one direction and the seas from another. The waves were partially illuminated by a dim light, and this illumination was of great assistance in meeting them squarely. For fifteen minutes at a time I would keep the rudder hard right and then a few minutes hard left. In an hour there was almost a total calm, while the small boat tossed about aimlessly on the confused sea.

At first, when I made a remark about the wild beauty of the semi-illuminated sky and sea, the crew seemed to think that I had lost my mind. But after they heard about their unusual fortune in being at the center of a cyclonic

storm and began to think about the tales they could tell when they landed, they began to cheer up and the conversation was quite lively. They forgot the incident of a half hour before, when one of the men moaned from the bottom of the boat, "Is there any hope?"

The calm was of short duration, however, and the wind set in again, bringing a torrential rain. The boat once more resumed its circling in the furious sea. The crew was drenched again and again with spray. The Frenchman stood at the mast and a detail of two men bailed out water without cessation.

After two hours of this, the wind steadied, though still blowing a gale. When it grew lighter in the morning, a long dark cloud was seen overhead extending across the sky from west to east, and when we were swept under it a chilly rain fell.

The wind coming from the west was dying down a little. My arms were aching after 11 hours at the helm, and after a sea anchor was rigged by lashing together two oars, the Frenchman relieved me. The wind moderated during the day, but the swell was high.

In speaking of the storm that day, Gregory, who had followed the sea for 40 years, declared that he had never seen anything like it. If, by having to endure the storm of that night again, the world would give him every luxury known to men for the rest of his life, he said he would refuse. He preferred the pleasures of a nice farm in Wales where he could spend the rest of his days with his wife and children.

\* \* \*

Toward night we set sail heading southwest, the wind being northwest. At midnight the wind had dropped to a calm. Monday, Tuesday and Wednesday passed with light, variable winds and calms. These days taxed the courage of the men the greatest. They all knew we were in the Gulf Stream and drifting farther away from land every hour.

When some of the crew, who had practically abandoned hope, began to sing familiar hymns, including "Nearer, My God, to Thee," I made them stop and the American seaman, Richards, and I sang "Homeward Bound," and other cheerful popular hits.

The food ration was cut to two-thirds of a biscuit a day with a quarter of a pint of water. The Second Engineer Officer, Pattison, became guardian of the hatchet, and whenever this weapon went forward to sharpen pegs or open tins, he would follow unostentatiously after and bring it aft again. He expected a raid on the food and water supply, but his fears were unfounded. The men were eager and prompt to execute every command or adopt every suggestion particularly after the storm on Saturday night.

The spirit in the boat was excellent. Helpfulness and brotherly care were very evident in sharing clothing and sleeping places, and in assisting one another at work. Two of the weakest were excused from work. Those on lookout details had their eyes infected until they were temporarily blind. Shirts were given as bandages and no efforts spared to make them comfortable.

Mother Carey's chickens [petrels which often follow a ship far to sea — Ed.] then began to follow the boat continuously. They were looked upon as an omen of good luck. Small and varied colored sharks were called "land sharks" and an attempt was made to spear them for food. Sea-gulls in flocks also were considered a sign of prox-

## Testimonial of Survivors in Boat No. 6

When they were finally rescued, the sunburned, beaten and weakened survivors of the sinking of *Dwinsk* had drifted nearly 300 miles and had reached a spot some 340 miles from Norfolk, Va. *Rondo* reached port with them the next night.

Six hours before the ship pulled into port, Lieutenant Whitmarsh was standing near the ship's bridge when one of the crewmen of *Dwinsk* walked up to him and presented him with following testimonial written and signed by all the survivors of the lifeboat. It read:

*We the undersigned, survivors of the torpedoed steamship Dwinsk, wish to show our undying appreciation of the conduct of Lieutenant (j.g.) R. P. Whitmarsh, U. S. Navy, who, under the most trying and perilous conditions, set an example of courage and bravery beyond all praise, and we feel that his conduct and devotion to duty when face to face with destruction in a raging storm in an open boat, when most of us believed that the end had come, carried us through until the storm passed, and later, after many days in this boat, when all hope of rescue seemed small, he was always cheerful and hopeful, and encouraged us to further efforts.*

(Signed)

T. J. Richards,  
Seaman, U.S.N.

R. J. Pritchard, First Officer

J. J. Skilling, Chief Steward

E. Griffith, Boilermaker

J. J. Martin, Barkeeper

C. Gregory, Linen Keeper

John Jones, Greaser

John Wainwright,

Donkeyman

M. Keough, Fireman

H. Spooner, Fireman

W. E. Soper, Storekeeper

J. Sammut, Assistant Cook

Je. Mouellec, Seaman

James Pattison,

Sec. Eng. Officer

James Downie,

Fourth Eng. Officer

Dinsdale Walker,

Chief Baker

George Fallon, Seaman

Harry Collins, Fireman

James Wright, Barkeeper



imity to land. Boxes, spars, and similar driftwood made the men happier.

The first man to sight the steamer that would pick us up was to have the biggest dinner money could buy when we landed!

But the men were depressed in spite of it all. The sun would bake them mercilessly, and later, cold rains would chill them to the bone. One man made an attempt to drink salt water. Another thought it would be better to go over the side in the night and end it all. Discipline was insured only by the unchanging severity of command, combined with the proper regard for the welfare of the individuals in the boat. Mouellec, Richards and Gregory, however, were consistently cheerful.

Wednesday afternoon, toward four o'clock, the weather looked threatening and the wind increased. Rain began to fall very heavily. After washing the salt out of the sail, all hands drank their fill of water and caught an additional four gallons.

By midnight, the wind from ESE was blowing a gale with high seas and continuous rain. When we took a couple of seas the sail was shortened somewhat, but we made the most of the opportunity to run in. The crew was drenched with spray, but the time for compromise was past. Mouellec and I relieved each other at the helm until Thursday morning, when the wind moderated and the rain stopped. It was calm all day.

A diversion during a watch was our time piece, a dollar

watch marked "Boyproof." It would run perhaps five or ten minutes at a time before it stopped. Shaking would start it gain. The man at the helm stood very long watches unless he gave the "Boyproof" his undivided attention.

Friday morning at 9:30, Collins jumped up and began waving his arms. He had sighted a steamer to the eastward heading towards us. The sail was left up until the hull and men of our boat could be clearly seen.

It was the USS *Rondo*, Commander Grenning, USNF, in command.

Most of the men of the life boat were so weak that they had to be lifted up the sea ladder by means of a line, although a few of us managed without assistance. The American sailor, Richards, who sacrificed his rations to preserve his companions, was particularly weak. When I left the boat, two sailors from the *Rondo* were behind cutting holes in the hull and salvaging material such as oars, sails, water breakers and rigging. This was accomplished quickly and the boat left so that the next storm would knock her to pieces.

The survivors were given medical attention, clean clothing and food and shown every kindness human beings could bestow upon fellow creatures. The fearlessness of Captain Grenning in approaching the life boat when unarmed and when warned that the submarine was using our boats as a decoy, is most commendable and I am sure every survivor will remember him with infinite gratitude.





# TAFFRAIL TALK

A photograph taken by a skilled Navy photographer and later used as an ALL HANDS cover shot has taken the "Best of Show" award at a special Pentagon still picture exhibit.

The dramatic shot reproduced here shows the submarine *uss Pickerel* (SS 524) leaping out of the water at a 48-degree angle at Lahaina Roads, Pearl Harbor. The shot is titled "Porpoising Pickerel" and was taken by C. H. Barnett, JO1, USNR, with a 4 by 5 Speed Graphic camera. Barnett has completed his tour of Navy duty and is now back in civilian life in Eugene, Ore.



Prize photograph.

The photo shows how careful planning is involved in many of the best photos. *Pickerel* was scheduled to make the radical surfacing maneuver in order to give experts a chance to evaluate certain of her capabilities and characteristics. Photogs at CinCPac saw a chance for a good shot and hopped aboard another submarine, *uss Sabalo* (SS 302), which was to stand by during the test.

As *Pickerel* nosed up from the depths, *Sabalo* kept her under sonar "observation," feeding relative bearings on her to Barnett and several other shutter snappers. This enabled the photogs to have their cameras approximately aimed at the instant the submarine broke surface and accounted for the prize winning picture.

★ ★ ★

Every once in a while we get a testimonial to the "pulling power" of a news item or story.

For example, in one issue a few years back we ran a list of the ship's histories then available to Navymen. As a result of the story, the section in the Navy Department responsible for publishing these histories was all but inundated by the flood of requests that came pouring in.

Something of the same sort has now happened, it seems, to a spearfishing club organized by a handful of Navy sports enthusiasts at the Receiving Station in San Diego.

One of the members of the San Diego club writes to tell us that two recent pieces we ran about "Kelp Kings" have brought no less than 9000 requests for information put out by this club.

In fact, he tells us, the requests for memberships have come in so fast the Kelp Kings are now "the world's largest spearfishing club" as well as "the only organization in the world to have a complete training course in the art of spearfishing."

In this training course, our correspondent adds, they teach everything from how to operate the aqualung (the device spearfishers use to breathe underwater) to how to determine where the best fish hang out.

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

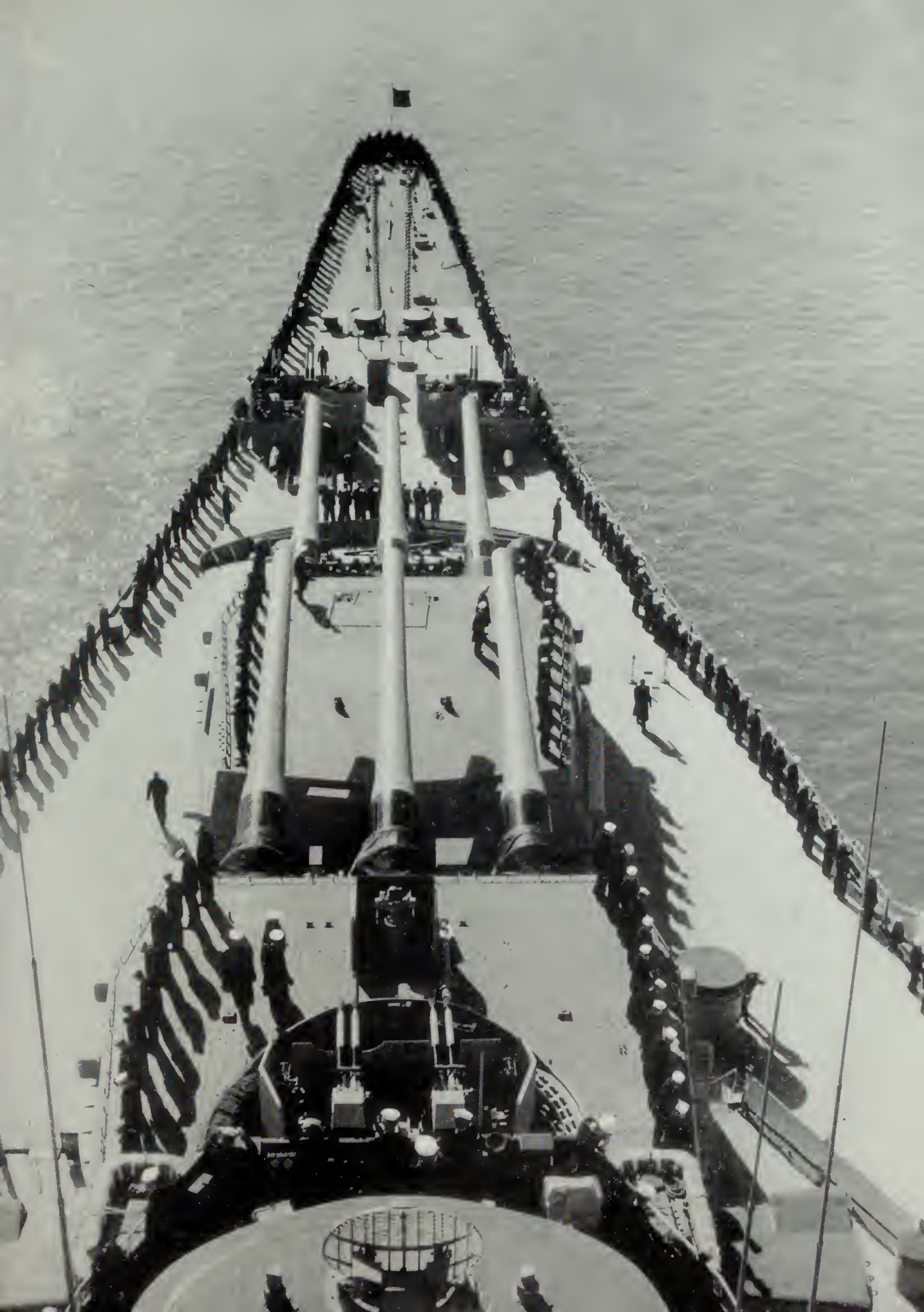
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: MANNING THE RAIL — Smartly clad sailors man the rail of *uss Missouri* (BB 63), an honor accorded to a president or sovereign, or member of a reigning, ruling family.







# SALT SOME AWAY!

**PAY WINDOW №4**

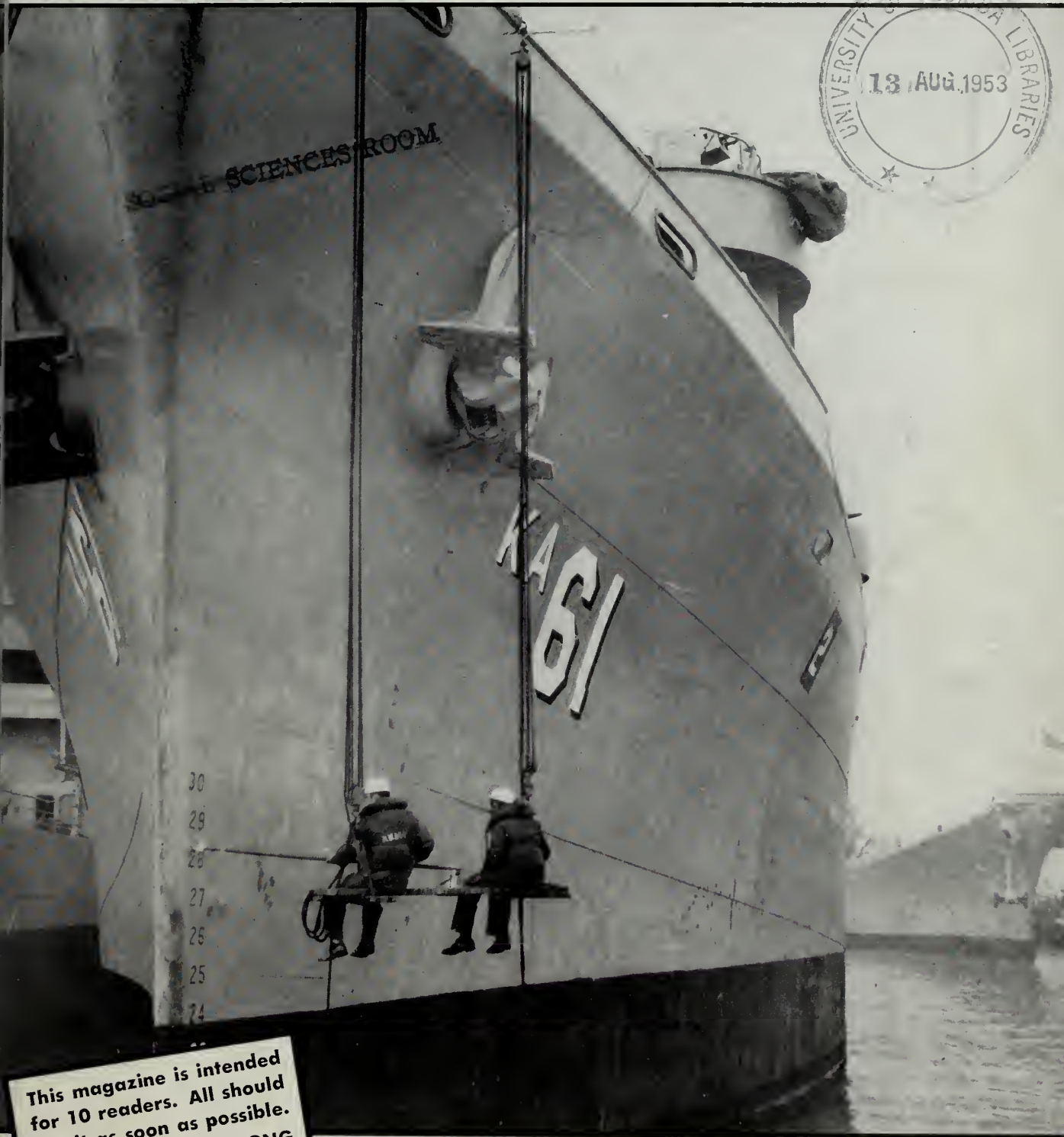
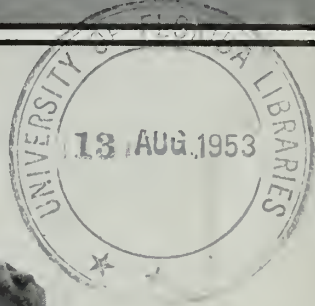


★ ★ ★ ★ invest in the future ★ ★ ★ **YOUR** future

## **BUY U.S. SAVINGS BONDS**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

AUGUST 1953

359.05





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1953

Navpers-0

NUMBER 438

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WRE福德 G. CHAPPLE, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Navy's LSDs Carry a 'Kangaroo Punch' .....	2
The Word .....	6
Navymen Fight Fires and Floods .....	8
Reducing the Element of Chance in War .....	10
Duty in 'Ships of the Desert' Country .....	14
On Lookout Duty, the Eyes Still Have It .....	17
Sailors Win Eight Firsts in Track and Field Meet ..	18
Servicescope: News of Other Services .....	22
Letters to the Editor .....	24
Precision Pilots .....	29
Special Feature	
BuPers Takes a Personal Interest in YOU .....	30
Chart: Organization of the Bureau of Naval Personnel .....	32
Today's Navy .....	38
Bulletin Board .....	44
Answers to Your Questions on Leave .....	46
Here's Report on Service Obligation of Men on Active Duty .....	48
Summary of Changes Made in Sea/Shore Rotation Program .....	52
Report on New Legislation .....	54
Directives in Brief .....	54
Decorations and Citations .....	56
Book Reviews .....	58
Book Supplement: Blockade Battle .....	59

LCDR F. C. Huntley, USNR, Editor  
John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blodell, Reserve

- FRONT COVER: SIDECLEANERS AT WORK—Two sailors perform chore of cleaning the side of an attack cargo ship. USS Muliphen (AKA 61) is the vessel getting the touch-up job.
- AT LEFT: Heaving line is cast to outboard submarine prepertory to closing the gap left by USS Diadon (SS 349) (center) as she slips out of her berth at San Diego.
- CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.







FLOATING DRYDOCK, USS *Tortuga* (LSD 26), discharges LVTs and LVT(A)s during tests conducted at Sagami Bay, Japan.

## Navy's LSDs Carry a 'Kangaroo Punch'

IT was the morning of the invasion. The eastern sky glowed with morning sun and mist as a huge Navy task force lined up off the coast of North Korea. A helicopter spotter had reported that the channel ahead was filled with mines and the ships would not be able to move through it.

Then out of the mist it came—an unusual ship-of-war with a blunt, stubby bow, a huge bridge house and weird lines that sloped away to a squared-off stern that looked like the back end of a truck.

The strange vessel moved smoothly through the water straight toward the mine-infested channel. Then, all at once, it squatted down in the water like a mother duck covering her brood. When its hull was half submerged the flat stern folded downward into the sea and revealed that the ship's interior was flooded with sea water. A Marine with the task force looked at his buddy. "What kind of ship is that?" he

asked. "A ship that fills with water but doesn't sink?"

Then as if in answer to the question, a roar of motors came from the strange vessel. A haze of blue exhaust smoke appeared over its superstructure and through the gaping hole where the stern had been came a bevy of "ducklings"—a small navy of pint-sized minesweepers, LCMs and LCVPs that had been fitted out with special minesweeping gear.

As they came out the "ducklings" circled behind the mother ship. Then they formed a line three abreast, streamed their sweeping gear out behind them and moved through the mine-infested channel. The boats were staggered so that the area cov-

ered in their sweep would overlap and no part of the channel would be left unswept. The path they cleared would allow the bigger ships to move in.

When their job was done the "ducklings" streamed back to the mother ship and entered the open stern. The stern gate closed up behind them and the big ship steamed away slowly rising out of the sea as it disappeared back into the mist.

This unique ship made its initial appearance in World War II. She was named "LSD" (for landing ship dock) and her function was to carry and launch landing craft with amphibious task forces in the Pacific. However, it wasn't long before she was doing all sorts of odd jobs for the fleet. She's a ship with a 'kangaroo punch.' Her ability to take aboard small boats and ships made her an ideal dry-dock repair ship. Her huge docking-well enabled her to carry tremendous cargoes of invasion equipment. She was an important

---

**Navy's Seagoing Garages,  
Born in World War II,  
Prove Versatility in Korea**

---



cog in the amphibious wheel. Now in Korea she has added another job to her list of duties—that of a mother to minesweepers.

She steams along in convoy with her docking-well filled with little minesweepers ready to be turned loose at any spot they're needed to clear a path for the task force. Where combat forces were previously hampered by having to move slowly so that regular-type minesweepers could keep up with them they are now able to steam along on their missions at full tilt.

At first glance an LSD looks like something that got away from its builders before it was finished. It has a tremendous shell of a hull and a docking-well 396 feet long and 44 feet wide which tunnels from the stern clear up under the bridge to the bow.

The vast docking-well is only 60 feet short of the entire length of the LSD. In it will fit 27 LCVPs, 18 LCMs with one LCVP in each, three LCUs, one LSM—or anything narrow enough to get through the stern gate.

An LSD has a "superdeck" of steel grating that covers the top of her water-garage. On this grating go 350 tons of invasion cargo which may include tanks, cars, trucks, jeeps or other vehicles.

The superdeck comes in six-ton sections and has a six-ton traveling bridge crane that rides tracks along the top of the wing-walls. This crane can lift the deck sections overboard when they are not needed.

The average LSD has a crew of 330 men and 18 officers. Her big 7000-horsepower reciprocating engines enable her to steam along at 16 knots.

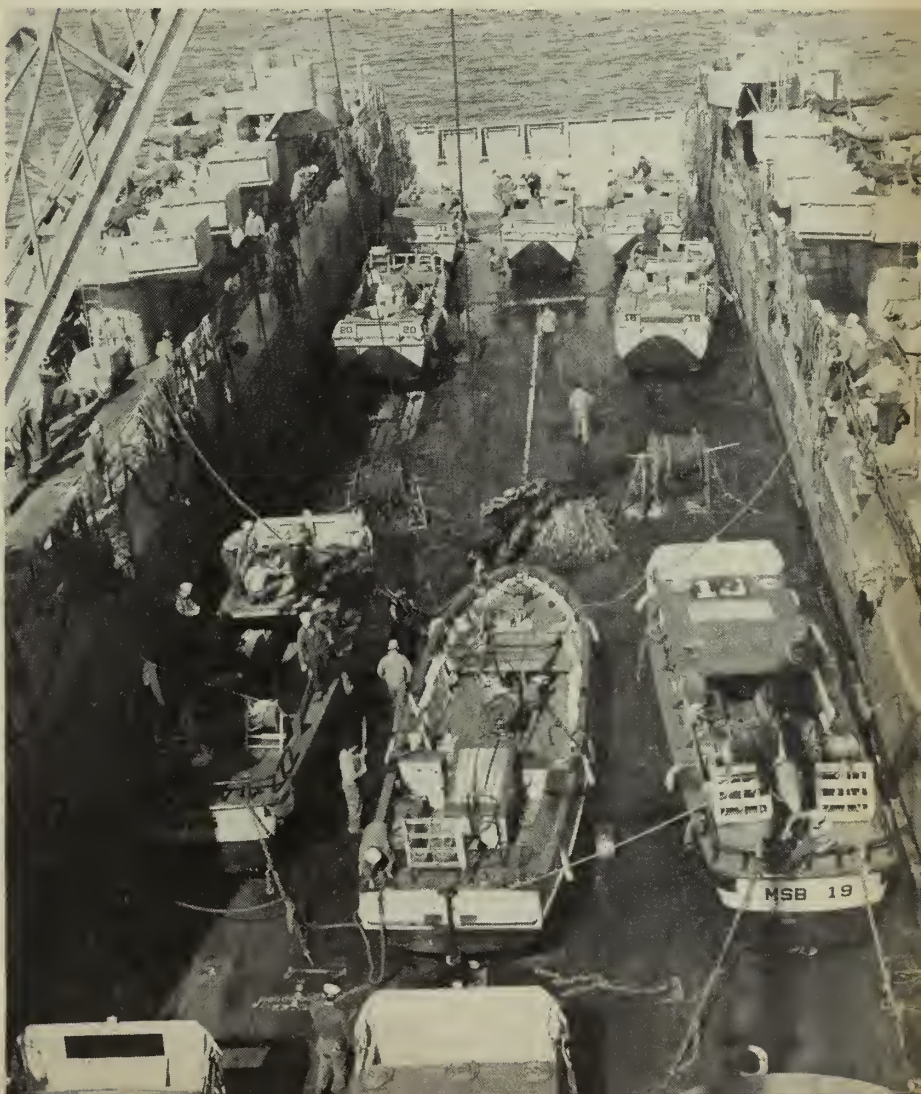
It takes about an hour-and-a-half to ballast her down until there's enough water in the docking-well to float the small craft. In order to save time, ballasting is usually started while still underway.

Men with telephone gear stand at six different stations around the ship to report ballast progress as the ship takes on water. Each phone connects with the ballast control center—a tiny shelter on the starboard wing-wall lined with huge panels of wavering dial needles that gauge the ballasting.

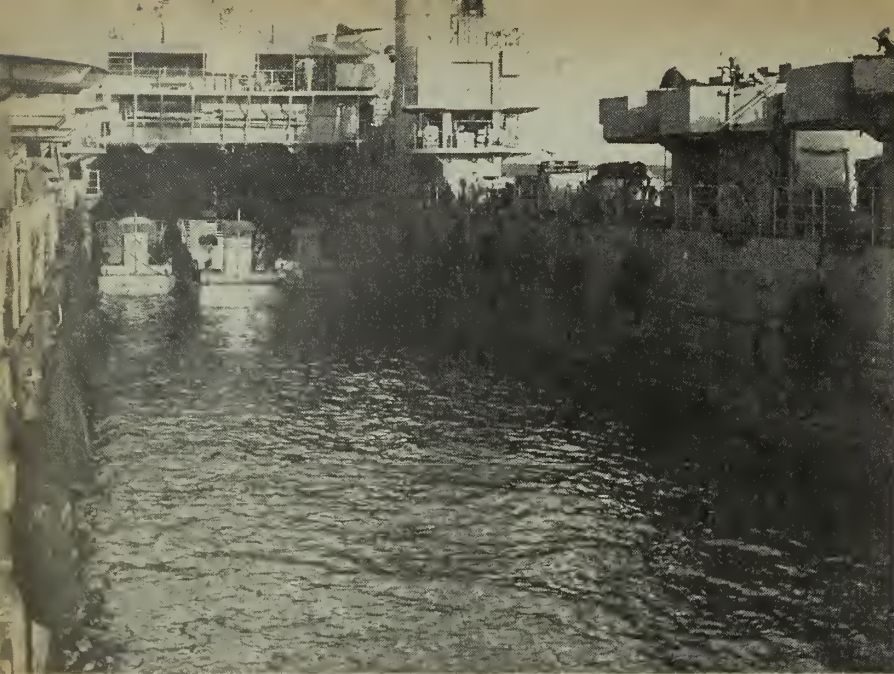
Crewmen are careful to see that there are no half-full tanks with "free surface" where water can slosh around. If the ship is rolling in a



UNITS of amphibious tank and tractor battalion churn waters leaving LSD. Below: Minesweeping boats are readied in well deck of LSD at Wonsan, Korea.







WELL DECK SUBMERGED, USS *Colonial* (LSD 18) waits for return of LCMs. LSDs can hold 18 LCMs—each with one LCVP—or 27 LCVPs, three LCUs or one LSM.

heavy swell, free surface water will slosh steeper than the roll and tend to keep the roll going. If the roll is big enough it could cause a lot of damage.

Here is a "blow-by-blow" account of a typical LSD minefield operation:

When approaching the mine field the engineering officer orders the stern gate to open slightly. Slowly the ship starts to settle in the sea and the docking-well fills like a big washbowl.

By the time the destination is reached, 7000 tons of salt water have flooded the docking-well to a depth of six feet or more.

Arriving at the mine field, the engines stop and the LSD turns into the wind. Gears groan, and now the stern gate goes down, folding neatly in half and doubling back under the stern. Inside, the noise of the boat engines fills the well. Three at a time, the little sweepers emerge from the cloud of fumes to circle the mother ship like a young brood enjoying their freedom for the first time and excited by the unfamiliar surroundings.

Now they form groups and proceed to carve a path for the bigger sweeps that will follow later. Because of their small draft, mine-sweeping small craft can penetrate shallow areas without danger of running aground and can clear places

that the standard sized minesweepers can not reach.

With their part in the sweeping operation completed, the mincraft head back to the LSD, which is standing by. The boats form two circles off each quarter of the ship's stern while they wait to be "called in."

Up on the after-end of the port wing-wall stands the docking officer with a power megaphone giving the

signals. Like the Landing Signal Officer on an aircraft carrier directing flight landings, he is responsible in bringing each of the boats back aboard safe.

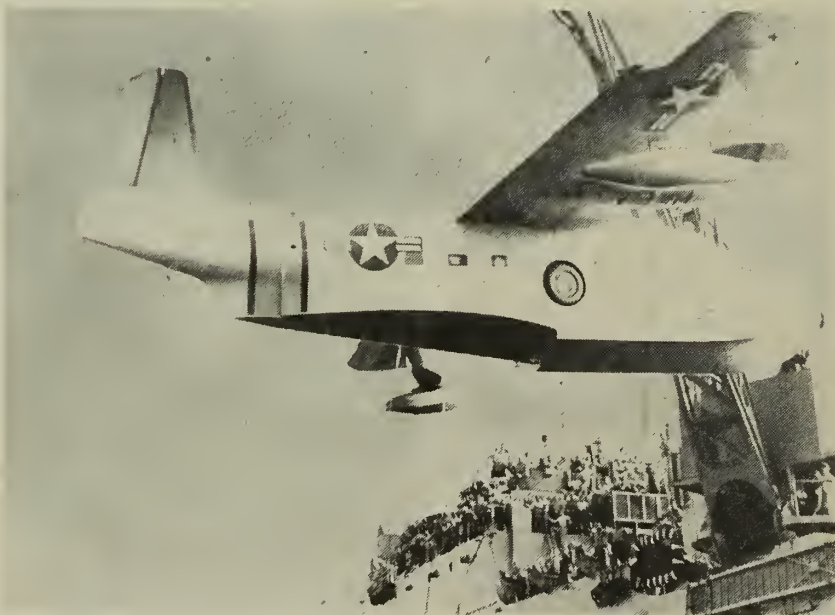
A typical command goes like this:

"No. 6 aboard center—7 and 8 follow port and starboard."

Immediately No. 6 roars through the stern gate right down the center to the forward end of the docking-well. No. 7 and No. 8 follow, flanking No. 6 until they are finally made fast with chain lashings. The loading proceeds three at a time until the last of the little craft are safely back to roost. Then the stern gate closes part way to allow the ocean inside to spill back out. Deballasting begins and the ship gets underway in short order.

All this is a pretty smooth operation in a calm sea. But when "Mama" LSD is heaving and rolling in rough weather it's another story. Only a highly skilled crew can handle the bounding small craft as they enter the heaving docking-well. The little boats whirl and spin, knock against the bulkheads and crash against each other like carnival cars.

On icy mornings in cold weather, steam lines have to be rigged to unfreeze the ballast valves so that the docking-well can be flooded and the stern gate lowered. Steam is also often applied to boat engines to warm them after a frozen night. The LCVP crews have the most rugged



'ALBATROSS,' disabled 14-ton amphibious plane, is hoisted aboard versatile USS *San Marcos* (LSD 25) in unusual rescue mission in the Mediterranean.





STERN GATE OPEN, USS *Fort Mandan* (LSD 21) lies at anchor waiting for her 'brood' to return. Note cranes, grating which houses some 12 small boats.

job of all. The constant spray forms an icy film on their boats and although the men wear foul-weather clothing suitable for the arctic, long hours of rough-water, open-boat sweeping mean tough work in winter weather.

To make matters tougher, in combat areas boats must be backed into the well so they can be launched faster. Everything is timed to the last instant. As the boats start coming aboard after a sweeping operation, the mother ship begins deballasting at once, forward tanks first. If the engineers are on the ball, the forward end of the docking-well will be tipped up and dry and the first boats will be grounded seconds after they're lashed into place. Deballasting proceeds sternward so that as each threesome of boats is tied up they will be high and dry almost immediately.

Partial ballasting, so that only the after end of the docking-well is flooded, has other advantages. It enables the LSD to become a launching beach for amphibious craft.

LVTs (amphibious tanks), for instance, can be lowered from the superdeck to the bow end of the docking-well by crane. When ready to launch, the stern ballast tanks are filled and the after end of the well sinks into the ocean. The amphibians sitting high and dry in the bow end simply rumble down the sloping deck as though they were taking

off from a beach. Going into the water halfway down they are afloat by the time they pass the stern gate. As each group of amphibians takes off others are lowered to the "beach" by the crane.

LSDs are versatile ships. For example, when a U. S. Air Force amphibious plane on a rescue mission landed at sea and was unable to take off again when it developed engine trouble, a request was radioed to Commander Sixth Fleet for help. Immediately USS *San Marcos* (LSD

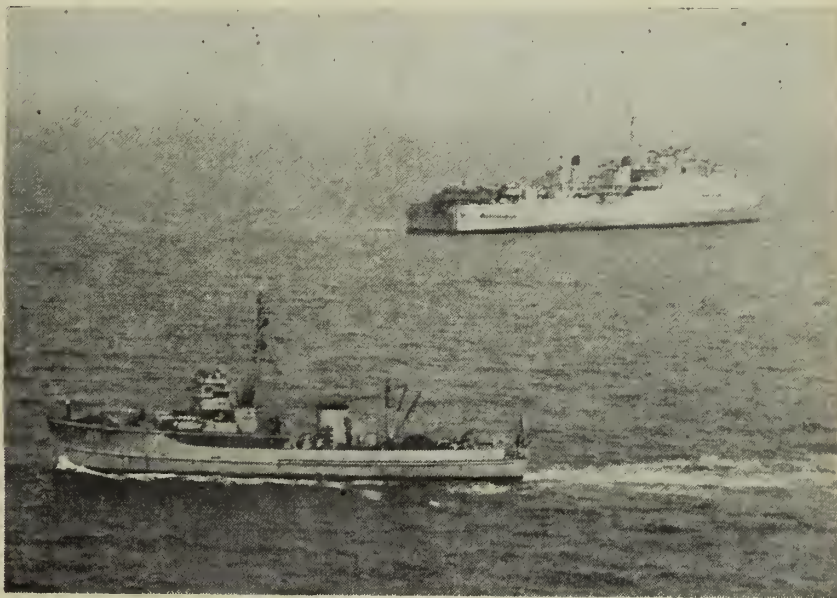
25) was dispatched to render aid to the stricken plane.

Following its arrival at the scene of the downed plane, *San Marcos* hoisted the huge aircraft aboard with its powerful cranes. The plane, weighing 14 tons, and with a wing span of 80 feet and an over-all length of 61 feet, would have posed a spectacular problem for other types of ships. Hoisting it aboard was a praiseworthy feat for the LSD which accomplished the job without difficulty.

So that they will be able to do even more "odd jobs," two LSDs, USS *Lindenwald* (LSD 6) and USS *Gunston Hall* (LSD 5) have now been "winterized" for Arctic work. Their hulls have been strengthened and insulated to resist the pressing ice pack. Crane controls and deck equipment have been placed under shelter. The bridge is housed and there are steel shafts for bow and gun lookouts. New reciprocating engines will give the ships fast, sudden back-down power in ice floe regions.

Their availability for all types of tasks has earned the LSDs the respect of all Navymen and a prominent place in the fleet of tomorrow. Why not? What other ship can do a day's work and end up with a deck full of fresh fish?

That's no fish story—it is not at all unusual for an LSD to find after deballasting that her docking-well is covered with a good sized "catch" of flopping fish!—Ted Sammon.



MINESWEEPER USS *Mocking Bird* (AMS 27) clears water off Chinnampo, Korea, inshore of USS *Comstock* (LSD 19), shortly before a raid by marine units.



# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **"QUEEN" ALLOTMENTS** — Some enlisted personnel are asking what will happen to the "Q" or "Queen" allotments if peace comes in Korea. Will the present Q allotment system expire?

The answer is "No," unless Congress should repeal the Dependents' Assistance Act of 1950 (Public Law 771, 81st Congress). This law has been extended to 30 June 1955. The act provides "Queen" allotments by means of basic allowance for quarters for eligible wives, children and parents of enlisted personnel on active duty in all pay grades.

Should the Dependents' Assistance Act of 1950 be repealed, or when it expires, enlisted members on active duty in pay grade E-4 (with seven or more years' service), through pay grade E-7, would still be entitled to receive basic quarters allowance under the Career Compensation Act of 1949.

The 1949 act is a permanent law, but "Queen" allotments are not required under this act. The "Q" allotment system was established by the Dependents' Assistance Act of 1950 and is a time-limit amendment to the Career Compensation Act of 1949.

Another question frequently asked is: "If a man reenlists while "Queen" allotments are in effect, will the allotment continue for the duration of his enlistment?" The answer is "No," not beyond the present expiration date of 30 Jun 1955, unless the act is again extended by Congress.

Some members want to know if

"Queen" allotments are not extended for personnel in pay grades below E-4 (with seven or more years' service), can they anticipate BuPers approval of hardship discharge request.

That question can be answered in the light of present BuPers policy concerning discharges or transfers to the Naval Reserve or release to inactive duty for dependency or hardship reasons. Such action is not authorized solely because of financial difficulties.

Should BAQ be discontinued, it would have a definite bearing on cases of this nature. It has long been and will continue to be the Bureau's policy to make decisions on requests for dependency and hardship separations based on the circumstances and merits of each individual case.

• **USAFI TEST**—Enlisted members who are interested in completing the USAFI 2CX Educational Qualification Test as the in-service equivalent of the second year of a standard college course must do so before 1 Jan 1954. On that date the 2CX test will be withdrawn by USAFI. Satisfactory scores on the 2CX taken prior to 1 Jan 1954 will continue to be accepted by the Navy.

At the present time there is no assurance that the Navy will develop an in-service educational equivalent test for use in the various officer procurement programs. If such a test becomes available, an announcement will be made by BuPers.

### • DEEP SEA DIVING COURSE

—A six-month course at the Deep Sea Divers School, Naval Gun Factory, Washington, D. C., is open to Regular Navy and Naval Reserve officers, male, of unrestricted line or limited duty officer categories (aviation classifications excluded).

Applications are desired from both permanent and temporary officers in the ranks of ensign, lieutenant (junior grade) and warrant officers of Gunner (7230) and Boatswain grades.

Successful completion of the course will lead to tours of duty in ASR-type ships and in the deep sea diving program of the Navy.

Reserve officers and temporary officers must agree to remain on active duty for one year after completing the course. A certificate stating the candidate's physical fitness for deep sea diving must accompany each application. Applicants must not have reached their 31st birthday prior to commencement of divers training.

Classes begin the first Monday in February, April, August and October of each year. It is recommended that applications be submitted at least a month prior to convening date of the desired class.

### • WASHINGTON BONUS —

World War II veterans from the state of Washington now have two more years to get in their applications if they haven't yet done so.

The state legislature has extended the deadline date for applications until 31 March 1955.

To be eligible for the bonus a person must have served in the U.S. armed forces at some time between 7 Dec 1941 and 2 Sept 1945. In addition, he must also have maintained a residence in the state for one year immediately prior to entering the service and have been honorably dis-



PASS THIS COPY ALONG — Don't get anchored down; nine other guys are waiting to read ALL HANDS Magazine.

charged (unless he remained on active duty).

Applications and additional information concerning the Washington bonus may be obtained from the Office of the State Auditor, Division of Veterans Compensation, 114 Columbia Street, Olympia, Washington.

Applications may also be received from the Commandant (DCRO), Thirteenth Naval District, 1611 West Wheeler St., Seattle 99, Wash.

• **ENLISTED MEN APPOINTED LDOs**—Appointments as Limited Duty Officers are going out to more than 120 enlisted men, warrant officers and temporary officers. In this 1953 increment of the LDO selection program, seven PO1s, 54 CPOs, 55 warrant officers and six temporary officers are being promoted to permanent ensign, USN.

They will receive appointments in the following classifications: deck, ordnance, administration, engineering, hull, electronics, aviation operations, aviation ordnance, aviation engineering, aviation electronics, Supply Corps and Civil Engineer Corps.

The LDO program is open to Regular Navy members whose permanent status is that of CWO, WO, CPO or PO1. Before he can be considered, a man must have 10 years' active naval service prior to 1 January of the year in which the appointment will be made. Prior to this date he must have served as a PO1 or higher and have put in at least a year in grade.

He must not have reached age 35. For men now serving as temporary ensigns or above as well as men who have previously served in a temporary grade of lieutenant (junior grade) or above, this age limit has been raised to 38. All candidates must be able to complete 30 years' active naval service before they reach age 55.

Candidates must have satisfactorily completed the G.E.D. Test (high school level) before the date of the LDO Selection Tests. They must be able to meet the physical standards for original appointment in the Navy for the corps to which they wish to be appointed.

Among other aspects of this program: No person shall be eligible to submit application for LDO appointment more than twice, nor shall he make application in more than one LDO classification in any one year.

Officers transferred to the Regular Navy as permanent USN officers above the rank of CWO are not eligible.

The yearly chronological schedule is as follows: By 1 July of each year written requests for consideration in the following year's selection program must be submitted to commanding officers. Nominations are then forwarded by the CO to the Chief of Naval Personnel by 1 September. Competitive exams are conducted in December and the Selection Board meets the following Spring.

Now going into its sixth year, the LDO program has placed more than 1100 former enlisted men in the officer ranks. Further details on this program are listed in BuPers Circ. Ltr. 53-52 (NDB, 31 March 1952).

• **NEW POLICY SET UP ON STRIKERS**—New procedures to provide for more positive control in both the "quality" and "quantity" of strikers assigned to any rating are established by a recent BuPers directive.

Such control is necessary according to BuPers Inst. 1430.4A (4 Jun 1953) canceling BuPers Inst. 1430.4 (21 Nov 1952), to insure uniformly high quality of identified strikers and a more equitable distribution of trained personnel. Hereafter, striker identifications will not be assigned by commanding officers on the basis of in-service training alone.

A change in procedure now authorizes the identification as strikers of certain personnel who passed exams but were not advanced in rate due to quota limitations. Commanding officers will assign to such persons appropriate striker identifications only on the authority of Naval Examining Center letters announcing the passing results of each service-wide competitive examination.

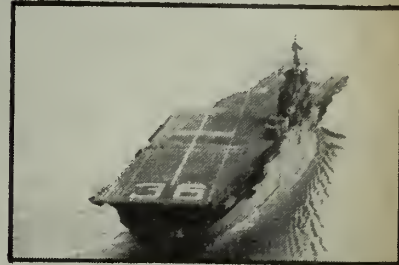
The "over crowding" of strikers for some ratings should be avoided by the new procedures. The number of strikers may be controlled by adjusting Class A school quotas and by limiting, when necessary, the number of strikers identified among those who successfully pass exams but are not advanced because of quota limitations.

Quality is obtained by identifying as strikers only the graduates of Class A schools and personnel who passed service-wide exams.

For more on strikers see ALL HANDS, Mar. 1953, p. 47.

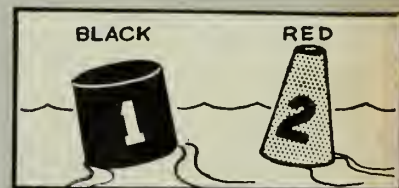
# QUIZ AWEIGH

Keeping up with the new Navy is as important as remembering the old. So take a swing at this month's quiz and find out just how salty you really are.



1. You can see this ship's hull number, so you know she is the CVA 36. But with a little detective work you should know her name is (a) USS *Antietam*, (b) USS *Boxer*, (c) USS *Philippine Sea*.

2. The main idea behind the ship's newly designed flight deck is to (a) provide more stowage space for planes not in use, (b) to make it easier to observe aircraft operations from the bridge, (c) to permit greater safety in landing operations.



3. The Can Buoy at left, painted black, marks the (a) starboard side of a channel from the seaward, (b) port side of a channel from the seaward, (c) mid-channel.

4. The Nun Buoy, painted red, marks the (a) starboard side of a channel from the seaward, (b) port side of a channel from the seaward, (c) a dumping spot for explosives.



5. Here is the Navy's new (a) PBV-3 *Catalina*, (b) P2V *Neptune*, (c) P5M-1 *Marlin*.

6. The plane is designed primarily (a) as a dive bomber, (b) for anti-submarine warfare, (c) for strategic bombing.





NAVAL RESERVISTS from Houston, Texas, pile up sandbags in flood area to prevent destruction of bridge. Below: Photo shows flooded residential area.



LEVEES are built by Beaumont, Texas, Reservists to keep flood waters back. At right: More Navymen pile up sandbags as threatening waters keep on rising.



# Navymen Fight

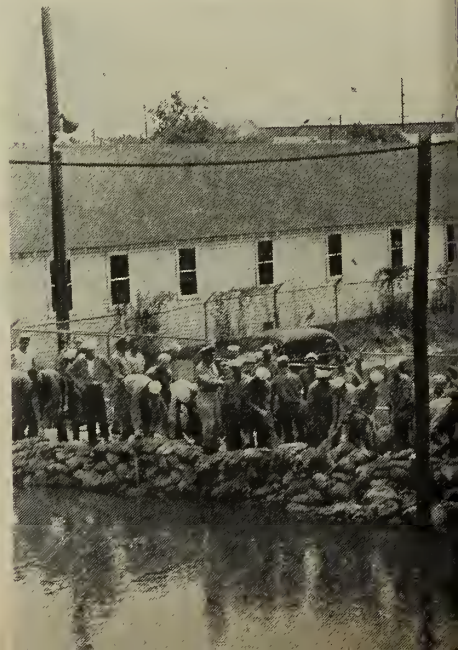
**F**IRES or floods, tornadoes or explosions — Navymen everywhere, whether Regulars or Reserves, respond to such emergencies with equal alacrity. Here are some recent cases:

The experience at Orange, Texas, for example, demonstrates how Naval Reservists throughout the country have assisted their communities when disaster strikes. The response of Reservists to such disasters as tornadoes at Port Huron, Mich., San Angelo and Waco, Texas; an ammunition explosion at Lewis, Ind.; and the flash flood at Sioux City, Iowa has, in every instance, won high praise from community leaders in each of these areas.

Typical example of the aid given by Regular Navy men in a local emergency is the heroic struggle of personnel from the Fire Fighting School at the Philadelphia Naval Base in subduing a four-day-old gasoline fire aboard a crippled tanker.

Arriving at the side of the blazing merchant tanker *Pan Massachusetts*, a victim of collision in the Delaware River, the Navy fire-fighting team poured more than 29,000 gallons of fire-smothering foam into the tanker's hold.

"When we arrived," said the officer in charge of the School, "the ship was entirely on fire except for a small part of the bow and stern. It was necessary to cool off the red hot deck plates before we could go aboard. We had to get into the tanks while the decks above us were still





# Fires & Floods

ablaze. The men were in constant danger from gasoline explosions."

The work of this fire-fighting team not only helped save the vessel from complete destruction but also removed the hazard to navigation that possible explosions would present. About 80 per cent of the 160,000 barrels of gasoline being carried aboard the tanker was in salvable condition. There were no personnel casualties among the Navy fire fighters. To quell the fire, they used 2900 gallons of mechanical foam and additional powdered foam.

Fighting floods as well as fires, the Navy came through again. In this case it was approximately 250 Naval Reservists from five localities answering the distress call when Orange, Texas, was threatened by the rising waters of the Sabine River.

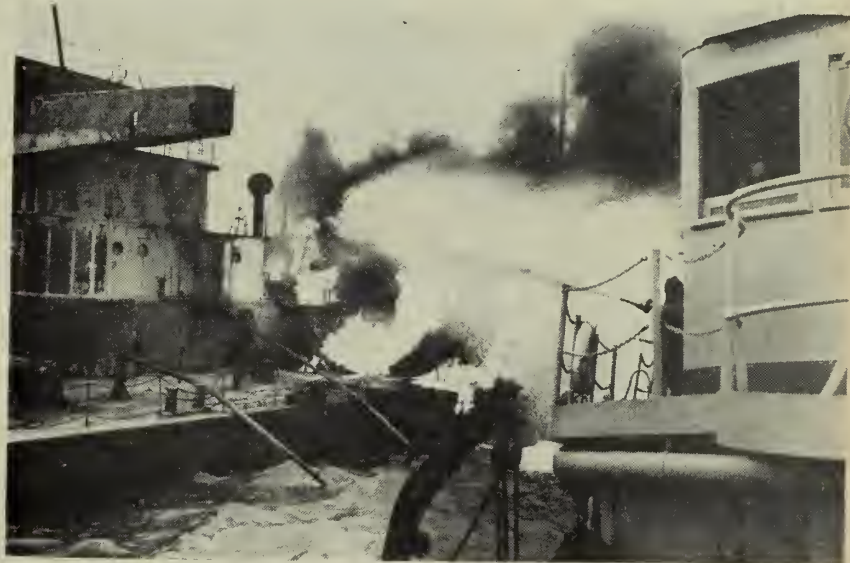
Within a few hours after the alert was sounded, groups from Galveston, Houston, Beaumont, Port Arthur and Lake Charles, La., had arrived at the threatened city and pitched into the back-breaking labor of loading sandbags and building levees.

Part of the men from Lake Charles were forced to return to their own homes to combat a similar emergency. The others remained until the danger to Orange had passed. By that time, most uniforms and shoes were thoroughly ruined.

Many of the Naval Reserve volunteers were of high school age. They returned from their emergency flood-fighting just in time to take their final exams which school authorities had thoughtfully delayed.



NAVYMEN aboard USS Toka (YTB 149) pour more than 29,000 gallons of fire-smothering foam in blazing hold of tanker *Pan Massachusetts*, a collision victim.



RED HOT DECKS had to be cooled before Navy firefighters could board tanker. Below: Men direct foam-throwing hoses at flames; they fought fire six hours.







OPERATIONS EVALUATION works to improve effectiveness of sea and air units. Shown is World War II task force.

## Reducing the Element of Chance in War

**A**T one time during World War II, a force of destroyers was escorting a flotilla of landing craft near Leyte when, without warning, one of the LSTs was torpedoed by a Japanese submarine.

Because of the time lost in establishing protective measures, the commander of the destroyer division was unable to pursue the sub immediately and it escaped.

Nevertheless, the commander consulted his search plan and executed its complicated gyrations throughout the night.

After 11 hours of apparently pointless wanderings, the submarine was picked up dead ahead! Depth charges ended the incident and the sub.

The Pacific Ocean is large. If you were one of the crew you would have grumbled at the apparent aimlessness of the search. How did the commander know he would find the sub at that particular spot? He didn't.

But he knew that, although the chances of finding the sub were decreasing with the passage of each minute, his best chance of finding it

lay in sticking to the search plan. His success was compounded of three ingredients: luck, perseverance and a scientific and workable search plan.

Perseverance was the result of proper indoctrination.

Luck was the chance factor that always exists in warfare, even after all correct measures have been taken.

The search plan was the result of a series of probability studies undertaken by a group of scientists known today as the Operations Evaluation Group. At present OEG is administered under an Office of Naval Research contract, and is physically a part of the Office of the Chief of Naval Operations. It is the job of OEG to assist in the solution of operational problems through the application of scientific methods of research.

Research by the Navy is not new. After all, during the Civil War, it was the Navy that ordered John Ericsson to build the *Monitor* and got it in commission in time to keep the Chesapeake estuary open for Federal shipping, to cite only one example.

The development of implements of

warfare has long been the subject of scientific research; however until the advent of Operations Research, the science with which OEG is mainly concerned, the scientific analytical methods that assisted in developing the weapon had been little utilized in the problem of its operational use.

The methods used in OEG studies are not new. They have been used for generations by trained scientists in studying the laws of nature. Now they are being found useful in examining many of the strategical and tactical aspects of modern warfare. This idea—that scientific analysis has an application in the “user” field, in addition to its long accepted position in the laboratory—is one of our modern-day advancements that holds considerable promise for the future. Industry is rapidly accepting this idea, and it is proving of great value in solving many administrative and operational problems that were previously resolved through the expensive and time consuming methods of “hit or miss” or “trial and error.”

The adaption of Operations Re-



search to problems of warfare, began, in this country, during the early days of World War II when the United States was menaced by Hitler's U-Boat attacks. At the request of the Navy, the National Defense Research Council in the spring of 1942 set up a group, then known as the Operations Research Group, to map out a plan for successfully combatting the Axis submarine threat. The techniques applied at that time were later extended to other problems with such success that each of the services set up similar research groups.

The work of ORG was so important that no word of its existence was permitted until World War II had almost come to an end. Now it is possible to discuss with comparative freedom its accomplishments of that period and, to a limited extent, the work of its successor, OEG.

A typical problem involves:

- Collecting and analyzing facts on the performance of the Naval units involved (often with the aid of such mathematical tools as the theory of probability).
  - Constructing a theory that not only fits the past data, but is applicable to future operations.
  - Suggesting improved procedures or tactics based on this theory.
  - Finally, checking the validity of the recommendations either through exercises set up for the purpose or by study of actual combat performance.
- In World War II, this technique

was first used in anti-submarine warfare. In that field, operations analysts contributed solutions to such problems as to what patterns airplanes should fly when searching for submarines and in what areas the search would prove the most effective; at what depth their bombs should be set to explode; how best to use detection equipment.

The group was able to supply answers to specific problems as well. For example, it was learned that German blockade runners were getting vital raw material from Asia by a route that involved a surface run

through the South Atlantic. The problem; how to draw a barrier from Recife on one side of the Atlantic to Dakar on the other, so as to spot and sink any ship trying to come up from the south.

Obviously, if planes were to just fly back and forth between South America and Africa, either there must be a huge number of really long-range patrols or there would be plenty of opportunities for a fugitive vessel to steam across the patrolled line after one plane had passed and before the next plane came along.

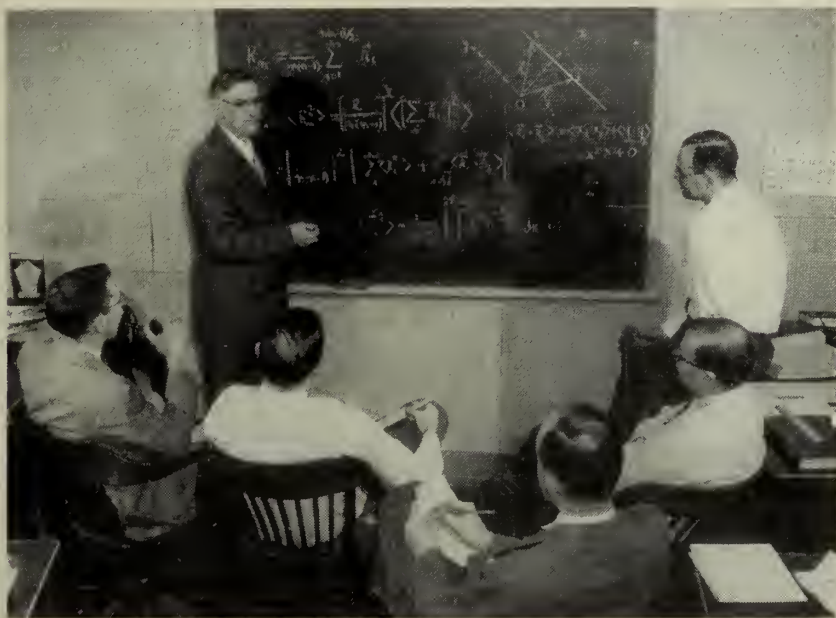
After mulling over the problem for a time, OEG realized that if the planes were to fly a closed X-shaped course, it would take very few flights to spot all passers-by in a given area. On the first leg, the plane sights all ships near its path. Then, on the second leg, it spots all ships that were too far south to sight on leg one, but that have been traveling north since the flight began.

This principle was applied to the South Atlantic blockade problem. Only four patrols a day were required to stop the German traffic. Within three months after the new blockade started, four of five blockade runners were sunk and the fifth sighted, though it escaped.

Another World War II problem involved the use of radar. As you know, submarines use radar to detect potentially dangerous airplanes. However, there are devices—such as those we used in World War II—which pick up radar signals. Here, the problem was to determine if our submarines

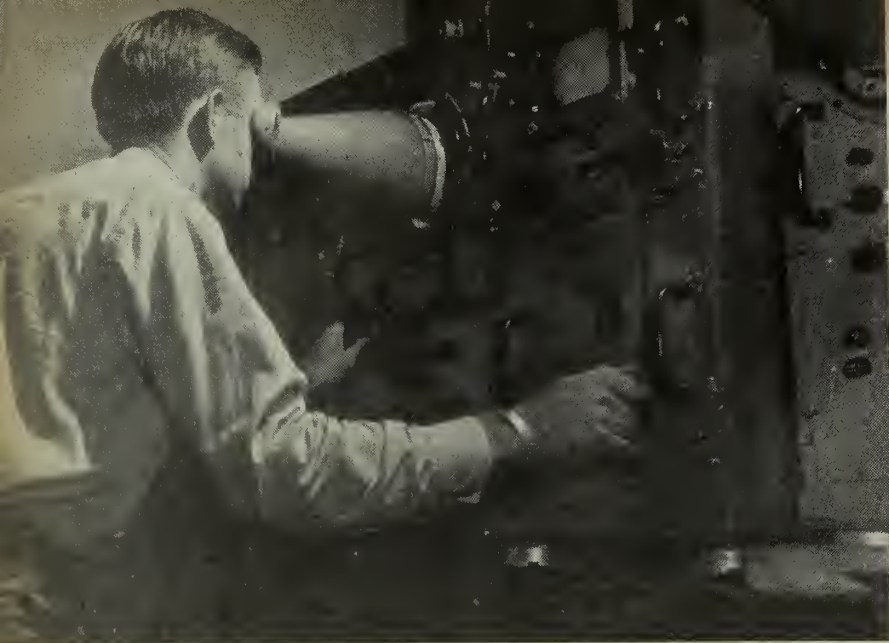


**RADAR RESEARCH** was one of important roles by 'Operations Research.' Here, men await visual contact report of aircraft during radar interception.



**MEMBERS** of Operations Evaluation Group discuss problem with help of blackboard and slide-rules. Their answers may modify your work techniques.





DURING TESTS by Naval Research Laboratory, Navyman peers at scope of radar set as he 'peaks the echo.' OEG did research on use of equipment.

were gaining by using their radar to detect approaching Japanese planes or simply risking suicide by announcing their whereabouts to radar-receivers in Japanese planes.

Sub skippers were convinced the latter answer was correct. Submarines using radar found more planes in their vicinity than those that turned their radar off. Therefore, they reasoned, the radar was attracting the planes.

OEG tackled that one and came up with a different answer. They established that, allowing for the added distance at which submarines using radar could "see" airplanes, as compared with submarines using human eyes alone, there were actually no more planes near radar than near non-radar submarines; the former simply "saw" more planes because it could see better and further. Use your radar, they counselled.

The value of this advice was confirmed after the war when it was discovered that the Japanese actually had no radar receivers in the first place.

The men who make these recommendations are no ivy-tower thinkers. Most problems involve extensive research on the scene. The OEG representative who pulled the submarine-radar-receiver assignment, for example, didn't find the answer by sitting in Washington and reading reports from the field. He traveled as a "guest" on a war patrol and knew what it meant to sweat it out in a sub

while an enemy plane hovered overhead.

Numerically, OEG is a small unit. At present it consists of approximately 50 researchers; at no time have there been more than 75 members in the group. They are chosen for their general scientific training, and the group includes or has included physicists, mathematicians, chemists, biologists, geologists, actuaries, and even a chess champion within its membership. Dr. Jacinto Steinhardt, director of OEG, is a bio-

logical chemist, for example. All are civilians, but some have earlier seen military service. Under its Office of Naval Research contract, OEG is administered by the Massachusetts Institute of Technology.

Although all OEG men are scientists, they are the type who make good shipmates.

As might be expected, they are seasoned world travelers. Here's how it works: Although a nucleus is maintained in its Washington headquarters, every OEG man is at one time or another attached to the staff of a field or fleet commander or to one of various warfare desks in CNO's office. All requests for such assignments must come from the field or CNO; OEG does not initiate them. If a man on a field assignment finds a problem too big for him, he then asks for help from headquarters or requests that a specialist be assigned. No matter what the result, the final use of the answer is in the hands of the field commander—he's the one who decides whether the answer will help him or not. Each field assignment lasts between six months and a year.

"But that's high-level stuff," you say. "It means nothing to me."

You're wrong. It does. Most of OEG's work is intended to better your chance of survival and to assist you in destroying the enemy.

Assume, for example, that you're a radarman stationed somewhere in the Far East on the *uss Finooch*. You



OEG PERSONNEL feed facts and figures into machine. Results of their work will be felt, directly or indirectly, by Navy specialists in many fields.



haven't heard about it, but ComNavFE has long been concerned over the question of whether its radar as presently installed and operating, is giving the designed protection. He tells his worries to the OEG representative.

Ultimately, an OEG man drops around to your shack, shoots the breeze for a while, then presents you with a handful of data sheets and forms. He asks you to perform a radar routine which anyone in his right mind would know was silly; then vanishes. Puzzled, you do as he asks, and fill out the sheets. After a time, the sheets are collected. Nothing else happens. You never see or hear of him again.

Meanwhile, the "civilian" has performed much the same chore on other vessels of the Fleet. After all the data has been collected, it may be found that, by changing operating procedures here a little, there to a greater extent, an increased detection range may be achieved. After a time you receive orders to change your technique slightly. That's all.

The payoff comes when an enemy plane tries to crash through your guard. That extra little bit of efficiency may mean a lot, then.

Any discussion of evaluation in the Navy must of course include the Operational Development Force, which evaluates the Navy's new weapons and tactics—much as a consumers' research organization operates on household appliances and ways of using them. OEG and OpDevFor

work closely together in designing trials and studying the results; there are OEG men assigned to OpDevFor units at all times. OEG relies heavily in much of its work on the facts gathered by OpDevFor.

Today, OEG is working on problems somewhat different from those tackled during World War II.

If you're in aviation, for example, you might be interested to know that mathematics makes it possible to decide that the strategy of certain simple competitive games has proved effective in the more serious encounters between fighters and bombers. Game theory, OEG has learned, can help to select the best range at which to open fire on the bomber, the best rate and time of fire, and the best time to pick up your clips and cut for home before the bomber starts slugging back at you.

There are plenty of other examples, but most of them can't be told because of security reasons. Nevertheless, at the present moment, in Washington, in Korea, in Pearl Harbor and in the Mediterranean, OEG men are quietly observing, analyzing, evaluating. You may not be aware of them but their recommendations may have an influence on your future. If you should happen to meet one of them, don't assume that they're checking up on how you do your job; they're just trying to see if they can find a way to help you do it better.

The importance of their work has been described by Fleet Admiral Ernest J. King, USN, who, in his final



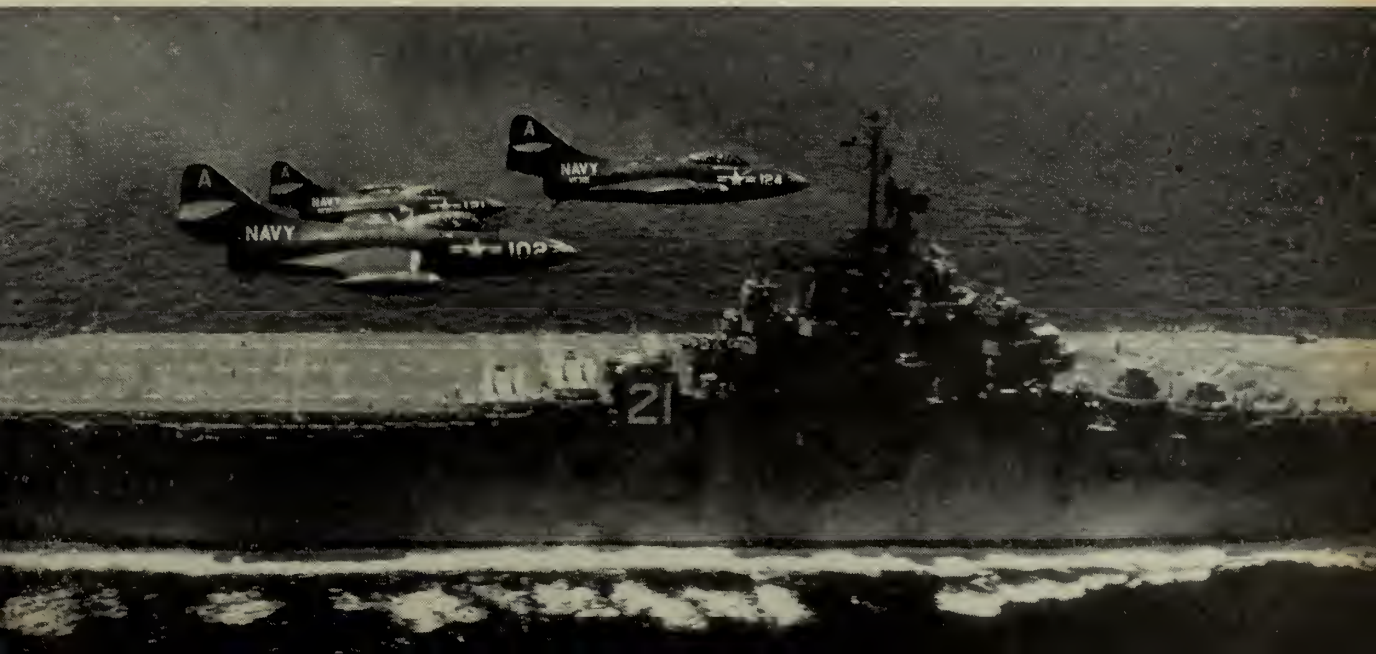
OPERATOR tunes WW II version of sonar. OEG observes work, recommends changes to improve tasks.

report on WW II to the President said:

"The late war, more than any other, has involved the interplay of new technical measures and opposing countermeasures. In this see-saw of techniques, the side which countered quickly, before the opponent had time to perfect the new tactics and weapons, had a decided advantage. Operations research made it possible to speed up our reaction rate in several critical cases."

Our reaction rate is still good.

KOREAN CONFLICT found Operations Evaluation Group on job, working to make Navy fighting forces more potent.







WHITE HATS get taste of life in Near East as they go for ride on camels, long called the 'ships of the desert.'

## Duty in 'Ships of the Desert' Country

**S**OME of the most picturesque and unusual duty for the world-traveling Navymen is centered around the sun-scorched deserts of the ancient Middle East countries of Iran, Iraq, Kuwait, Qatar and Saudi Arabia.

Along the waterfronts of these strategic countries which border the northern end of the Persian Gulf, where million of barrels of "black gold" flow from the oil-rich land into the tanks of the Navy's oilers and other tankers, is the roving headquarters of the Navy's small but important Middle East force.

Bluejackets who draw duty with the Middle East Force are helping ensure the flow of oil to the Far East where it is needed to drive the Allied ships and war machines. They are also getting a chance to sightsee in one of the lesser known areas of the world.

Go ashore on the streets of these Persian Gulf towns and you'll see Arabs in flowing robes walking along beside persons in business suits and

oilmen in work-stained khaki. You'll hear accents of Zurich mingle with Arabic and now and then a Texas drawl. Barefoot Arabs, perfumed with sandalwood or attar of roses, pass with a soft Arabic greeting, "God bless your evening," their gold embroidered, hand-woven robes and snow-white headdress gleaming in the evening light.

If you're a camera enthusiast, you can snap a few shots of the donkeys and camels, once lords of the ancient roads, as they step warily through the local traffic along with American-made "cats," trucks and earth-moving machines.

In the harbor you'll see the ancient *dhow*s rock in the wash of passing oil tankers. Legend has it that Noah's Ark was the *dhow*'s prototype. Some of the leaky, overloaded dhows can cruise thousands of miles under conditions that would appall most seafarers. Usually a compass is the only navigation aid. Lights, pumps, charts, barometers, logs and chronometers are missing. Moslem crews trust the

navigational skill of their skipper and place their faith in the wisdom of Allah. Both on shore and aboard ship they pray five times a day. "If Allah is kind, the ship arrives," they always say.

If you're on liberty in Kuwait, you'll see and hear sounds of activity in the midst of one of history's greatest oil booms, but its waterfront sights, sounds and smells still suggest the days of Sinbad the Sailor.

The U.S. naval forces in the middle East are units afloat and ashore engaged in various ways looking after interests in the area. The senior naval commander in the region is the Commander, Middle East Force.

The Navy's forces afloat are headed by a ship serving primarily as flagship and secondarily as a seaplane tender. *uss Valcour* (AVP 55) is currently on duty in the Gulf. Two other AVPs which have served as ComMidEast-For flagship are *uss Duxbury Bay* (AVP 38) and *uss Greenwich Bay* (AVP 41), both now in the U.S.

Other U.S. naval units visit Per-



sian Gulf ports from time to time. Last year for example, *uss Maury* (AGS 16) completed a mission of hydrographic explorations in the Gulf. Two ATAs in the hydro group, *uss Stallion* (ATA 193) and *uss Allegheny* (ATA 179), added 11,221 miles of survey soundings in the Gulf to *Maury's* own record of 5417 miles.

An occasional DD, a group of DES, and more often MSTs transports bring in supplies and relief of personnel for shore-based Navy men and their families.

When our naval tankers (AOs), MSTs ships and visiting naval vessels put in to Persian Gulf ports appropriate honors are rendered. For example, when "saluting ships"—usually the larger vessels with a flag officer embarked—enter Ras Tanura, it is the usual practice to display the Saudi Arabian flag at the main truck and render a national salute of 21 guns.

In addition to forces afloat, Com-MidEastFor is also responsible for the Navy's variety of shore-based activities in the Middle East area. The small number of shore-duty billets for officers and a few enlisted men are with such activities as the Naval Control of Shipping offices, Inspector of Naval Material offices, and naval communications personnel.

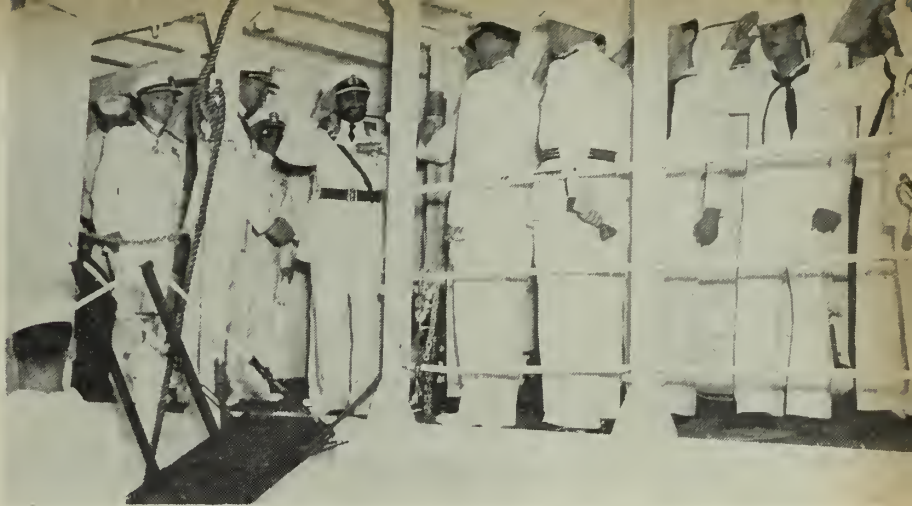
Flagship duties are varied and interesting. The flagship may entertain official state visitors like the Amir of Ras Mishab, a resident commissioner, or a group of oil officials who want to confer, say, about a channel survey at Ras Tanura.

The flagship of Commander Naval Forces Middle East, in addition to her job as SOPA, makes a number of goodwill calls to nearby countries.

*Greenwich Bay*, nicknamed the "Galloping Ghost of the Persian Gulf," while serving her flagship tour, was engaged in visits to countries including Saudi Arabia, Kuwait, Iraq, Iran, Pakistan, India, Ceylon and Ethiopia. Last October the ship gave a 21-gun salute to His Imperial Majesty Haile Selassie at Massawa, Eritrea, during the celebration of the federation of Eritrea into Ethiopia. Following a state dinner on board, the Empress and His Majesty's cabinet accompanied the Emperor on a cruise.

This part of the world is little known to the average Navyman.

Do you know the size of the Middle East region? Well, the British



SIDE HONORS are rendered Ethiopian Emperor Haile Selassie I as he leaves *USS Dubury Bay* (AVP 38) after cruise from Eritrea to French Somaliland.



FRIENDLY ARABS say 'good-bye' to sailors preparing to leave Kuwait. Below: *Duxbury Bay*, former flagship for ComMidEastFor, visits port in Near East.







SEAGOING COWBOYS, Leroy J. Mick, YN3, USN, and Jerry Barland, YN3, USN, donned their spurs and helped round up stray cattle on Tinian.

### *When It's Round-up Time on Tinian, Sailors Don Spurs*

At morning muster at ComNav-Marianas, the word was passed that experienced cowpokes were needed immediately.

It was a strange request but nevertheless two volunteers stepped forward—Leroy J. Mick, YN3, USN and Jerry Barland, YN3, USN. Both men had worked as ranch hands before donning Navy blues.

It all started when a distress signal was received on Guam saying that a herd of cattle was on the loose in the Tinian boondocks and that help was needed pronto. It seems that at the time of the stampede the foreman from the Tinian ranch was temporarily hospitalized on Guam and there was no one on hand to round-up the strays.

Before taking off for Tinian the two men were outfitted with boots,

spurs and red neckerchiefs from non-regulation sources. Thanks to the expert tailoring of the sailmakers in the Naval Base sail locker they even had chaps to complete their outfits.

The Tinian boondocks are very hilly and covered with grass, brush and vines that sometimes reach an entangled height of 15 feet. But after two days of range riding over the rugged terrain, Mick and Barland managed to bring all the four-legged AWOLs back to their station.

The wandering cattle finally back, the two cowpokes departed Tinian range life and flew back to their more routine Navy duties at Guam. Both agree that this was the roughest riding they'd ever done. —LT Tom Powers, USN.



'GIT ALONG LI'L DOGIE' would appear to be the appropriate tune as the sailors from Guam herd the wandering cattle back to 'home port.'

Isles, France, Italy and Spain could fit inside of Iran alone, with room to spare. Beneath the soil of Iran lies nearly one-eighth of the world's petroleum resources. Saudi Arabia is almost the same size as Iran, and another great oil-bearing nation.

From the giant storage tanks at the refineries on Bahrein Island you will see the lifeblood of the machine age being pumped into Navy tankers and merchant ships of different flags. The oil "onloaded" here and at other Persian Gulf oil ports makes up 90 per cent of the petroleum products used by United Nations forces in the Far East.

The sailing distance from Bahrein to Yokohama, Japan, is a little more than 6500 nautical miles as compared with the great circle route of 8500 miles from the Gulf of Mexico and Caribbean ports via the Panama Canal. Some 2,000,000 barrels of oil is shipped every month from the Middle East to the U.N. forces.

For naval personnel living ashore, here is one example of what you might expect. Navymen assigned to duty with the Inspector of Naval Materials live in Awali, an oil company town located in the middle of Bahrein Island, 17 miles south of Manama, the capital and main city. The population is made up primarily of Arabs with a sprinkling of nationals from Iran, India, Iraq, Baluchistan, African Somaliland and the Sudan, and about 400 Europeans.

Suitable housing for families of Navymen is critical in all Middle East countries. Houses occupied by Navymen and their families rent from \$165 to \$200, furnished. Unfurnished houses are rarely available. In addition to rents, tenants pay a state occupancy tax of approximately \$10 per month. Electricity costs \$25 to \$50 per month and water from \$8 to \$12 per month.

Enlisted men are required to have a full seabag plus civilian clothing. Uniform of the day from May through September is undress whites, Able, with neckerchief, or tropical khaki for chiefs and officers. October through April, it's dress blue, Baker.

With its oldtime customs, habits and native dress the Middle East countries offer the Navyman a fascinating experience and a chance to learn something about the history and folkways of this ancient region and centuries-old race of people.—Harvey H. Mitchell, JO1, USN.



# On Lookout Duty, the Eyes Still Have It

**E**VERY once in a while you hear a new man say "What's the use of standing this lookout watch anyway?"

It's a natural question, what with radar, loran, and other electronic devices. But the experienced seagoing Navyman knows that a good lookout watch is still vitally necessary—there's no electronic device that can take the place of the human mind and eyes.

That's true. A good lookout can be literally worth his weight in gold. If you are a topside watch stander, chances are you'll also be put on as a lookout. The post will vary—perhaps it will be "Sky One" for aircraft lookout, or up in the bow during fog.

Or if you are lee helmsman you will probably have lookout duty during your off-trick. Maybe you are part of a gun crew, or stationed topside during special sea details. Perhaps you have been stationed in the crow's nest, or in the fantail area for stern watch or man overboard lookout. You will also stand lookout duty regularly if you're a QM striker.

Wherever you are, however, your lookout watch is important.

Being a lookout is not easy. It calls for alertness, intelligence—and above all—cool action under pressure. You have to be alert to any change in status aboard your ship, other ships or surrounding objects.

Here are a few tricks of the lookout trade that veteran POs feel are worth passing on:

- When you are on watch during fog, at night, or during periods of low visibility, set the focus indicator on your binoculars at one point—minus your regular daytime setting.

- Scan your sector from side to side instead of staring fixedly ahead. Staring is a sure way to tire your eyes. Also, as your corpsman will tell you, you can actually see better at night by *not* looking directly at an object.

- Shift your weight occasionally from one foot to the other. This will lessen fatigue. A tired man is not alert.

- Dress properly for the weather. If you're too hot or too cold it will interfere with keeping a good lookout.

- If you're sick, don't hesitate to ask the boatswain's mate of the watch to get you a relief. If you try



**LOOKOUT** raises binoculars to scan skies. A good Lookout is alert and calm, uses common sense at all times.

to pull an "iron-man" stunt under such conditions your shipmates may suffer from it.

- If a bearing indicator is not painted on your lookout tub or bulwark or if there is no compass repeater nearby, make yourself an indicator to show degrees, or learn the trick of dividing your sector with outstretched arms so that you can give an accurate bearing every time. Ask the Chief Quartermaster to give you the angles and bearings on objects after you have estimated them. After a while you will get to be as

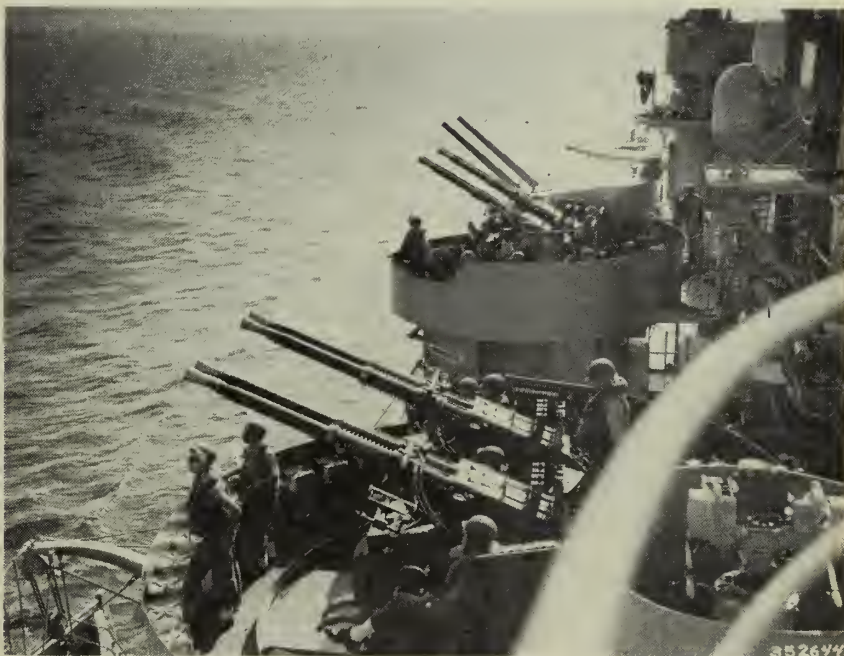
good as some of the QMCs who can set a sextant on an angle, put it to their eye, and have the desired star right in the glass.

- Use the sun-shade that snaps on to your binoculars if you have to look directly into glaring water or light.

- Keep your binocular lenses clean. This can easily be done with lens paper. If the glass is not clean it will affect your seeing ability and also cause eye-strain.

In an emergency the safety of ship and crew may depend upon your getting the word to the bridge—you must get it there fast and give details as to bearing, angle, size, speed, and so on, whether it be an enemy plane, discolored water, a lighthouse or a man overboard.

Even a hundred brand-new radars couldn't take the place of one good lookout. Why? *You can think*—that's the difference. You can answer a question—a radar can't. Also in some cases your eyes see more quickly than radar. Lookouts have been known to spot planes, especially wave-hopping ones, and low-lying land, before a radar will. Radar can pick something up; you can confirm it. Further, you may be able to add that extra bit of information that turns out to be vital to your ship and your shipmates.



**POLAROID** glasses are standard equipment for lookouts on a bright day. Here, members of gun crew keep eyes peeled during operations off Korean coast.



# Sailors Run U



NAVY'S Ken Wiesner clears the bar in high jump. Below: Sam Felton catapults 16-pound hammer 180.7 feet to establish new Interservice record.



Navy took the most number of first places, with eight winners, in the second annual Interservice Track and Field Meet at Fort Jackson, S.C., but Army won the team championship with a total of 88 points. Navy scored 59½ points to finish second, followed by the Marines with 37 and Air Force last with 35½ points.

In the 20-event, two-day meet, Army won seven first places, Air Force three and Marines two, with Navy taking the remaining eight. In the other two Interservice championships held this year, Navy won the basketball title, was third in boxing.

Four new records were set in the Interservice Meet with Navy thin-clads chalking up two of them.

Navy's Sam Felton, Jr., of NTC Bainbridge, Md., set a new record for the 16-pound hammer throw. As expected, Slingin' Sam led the field as he broke the old record of 146 ft. 5 in. with a toss of 180 ft. 7 in.

The other record to fall via Navy efforts was the running high jump. Ken Wiesner, of NTC Great Lakes, holder of the World's Indoor high jumping record and defending Interservice high jumping champion, broke his own record.

But Wiesner wasn't alone in making his record breaking leap. Tommy Whetstine, of NTC San Diego, Calif., kept up with the leaping Navy dentist, to tie for top honors.

SAILOR Ron Drummond displays winning form as he tosses discus more than 150 feet (lower left). Navy's Fred Lucas wins 440-yard Interservice relay race.





# Eight Firsts at Interservice Track Meet

Little (5 ft. 10 in.) Tommy, who had placed second to Wiesner a week earlier in the All-Navy Track and Field Meet, leaped more than eight inches over his own height as he, too, cleared the crossbar at the record-setting height.

The other two records broken during the 1953 Interservice Meet were the pole vault and broad jump. George Mattos, USAF, vaulted over the 14 foot mark, bettering the old record by six inches. Army's George Brown leaped 25 ft. 2½ in. in the broad jump to break the old record of 24 ft. 6½ in.

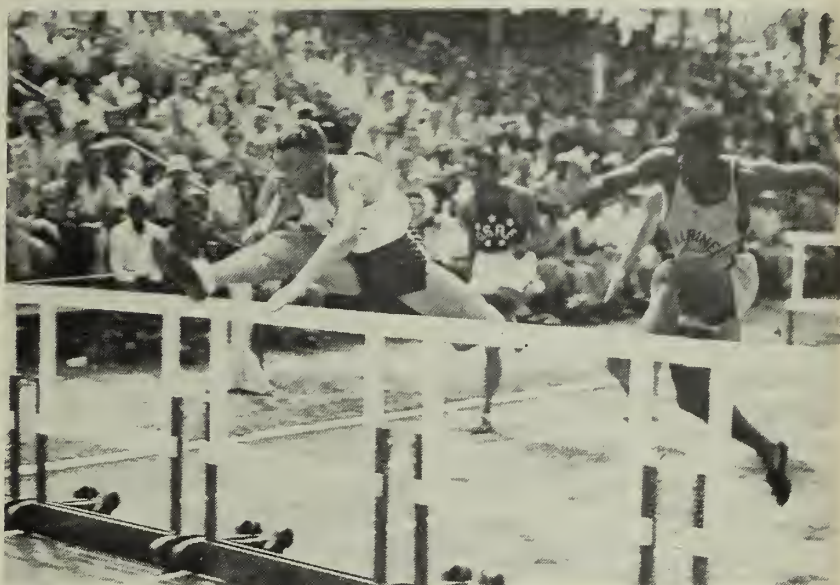
Warren Druetzler, Army, won first place in three events and was voted the meet's "Outstanding Athlete."

Navyman Art Barnard, stationed at NAS Los Alamitos, was the big man for the sea service at the Interservice trackfest. The Olympic hurdler won the 220-yard high hurdles title with a 23.9 seconds time and finished first in the 120 high hurdles with a time of 14.2 seconds.

In the Interservice 120 high hurdles two-time winner Barnard was followed by James Jackson, Marines, while Barnard's teammate, Claude Diggs, placed third.

In the 220 low hurdles, Art Barnard came in first again. Second place in this event went to leatherneck James Jackson while Charles Holloway, Army, finished third. Navy's Claude Diggs finished fourth.

In the 100-yard dash, Army's Jim Golliday edged Bob Boyd of Navy for first place with a time of 9.7



SKIMMING over last hurdle in near-perfect form, Navyman Art Barnard wins 120-yard high hurdles. The Olympic hurdler also won 220-yard high hurdles.

seconds. Jim Ford, USAF, was third.

Navy failed to place in the 220-yard dash, won by Jim Ford of the Air Force. Alex Littman, Army, placed second while Jim Gathers, USAF, was third in this event.

Leatherneck Frank Rivera copped first place in the 440-yard dash in 47.8 seconds, followed closely by Henry Cryer and Ollie Matson, both of Army.

Fred Faucette, USAF, edged out Harry Bright of Army to win the 440-yard low hurdles in 53.9 seconds. Finishing third in this event was Army's William Schimmel.

Navy beat out Army by a stride

in the 440-yard relay with a winning time of 41.7 seconds. Bluejackets Bob Boyd, Gary Gerlach, Jim Kelly and Fred Lucas, all of NTC San Diego, made up Navy's winning relay team. Air Force was third.

In the middle-distance run of 880 yards, Henry Cryer, Army, won first place with a time of 1 minute 52.8 seconds. Marine Jerome Walters was second, Harry Bright, Army, third.

The 1-mile relay race went to Army, in 3 minutes 10.4 seconds, with Air Force second and Navy third. Members of Navy's team were Bob Mahon, Jack Bighead, Leonard Noles and Albert Moore.

ALL-NAVY javelin throw is won by Lynn Greene, (lower left). Jim Gerhardt wins All-Navy hop, step and jump.







Barnard



Boyd



Brown



Drummond



Mahon



Ormrod

Triple-threat Warren Druetzler of Army ran the 1-mile race in the fast time of 4 minutes 19 seconds to win first place over Randolph Philpotts, Marines, and Frank Kilgore, USAF, placed third while Marine Daniel Winier was fourth.

In the grueling 2-mile steeplechase, USA's Warren Druetzler won his second victory of the meet, running that event in 10 minutes 32 seconds. He was followed by James Brown of Navy and John Warner, Marines.

Army's Druetzler continued to dominate the long-distance running as he won the 3-mile run in 14 minutes 14.6 seconds. Phil Coleman, Army, was second and Marine John Warner was third.

Navy's Jim Gerhart, an ensign from the Naval Supply Corps School, Bayonne, N. J., won the hop, step and jump with a distance of 48 feet 1 inch. Marine Moses Hunter was second and Robert Cook, Army, third.

Leonard Kehl, sailor from NATTC Jacksonville, Fla., and leatherneck Bob Smith tied for second place in the pole vault behind George Mattos, USAF, who vaulted over the crossbar at the 14-foot mark. There was also a tie for fourth place between Frank Womer of the Marines and George Appel, USAF.

The running broad jump was won by soldier George Brown with a leap of 25 feet 2½ inches. Ronald Suble placed second and Bob Cook took third. Both are from Army.

Ken Wiesner and Tom Whetstine, both of Navy, tied for first place in the running high jump, with a

record-breaking jump of 6 feet 6½ inches. Third place in the high jump went to James Cook, Army.

Navy athletes won first place in the field events of discus throw, hammer throw and shot put. Ronald Drummond of NTC San Diego, tossed the platter 153 feet 6¼ inches to win first place followed by soldiers James Cook and Earl Putnam, who finished second and third.

Sam Felton, Navy lieutenant from NTC Bainbridge, Md., smashed the record for the 16-pound hammer throw with a tremendous effort of 180 feet 7 inches. Clifford Blair of Army was second while Duane Taylor, USAF, was third.

In the 16-pound shot put, NTC San Diego's Jim Hollingsworth won the top spot with a distance of 51 feet 3-11/16 inches. Two Army men, Clifford Livingston and James Cook, finished two and three behind Navy.

Leatherneck Bill Miller successfully defended his Interservice javelin-throwing title, sending the spear 228 feet 2½ inches. Army's Larry Goins was second and Bobby Hall, USAF, was third.

#### Winners of All-Navy Meet

In the All-Navy Track and Field Meet, the track and field events established all new records because this was the first All-Navy meet to be held. The All-Navy meet was held concurrently with the All-Marine Meet at Camp Lejeune, N.C., but Navy and Marine athletes didn't compete against one another.

The Naval Training Center, San Diego, Calif., carried off 11 out of

18 championships to dominate the first annual All-Navy Track and Field Meet. The Naval Station, Annapolis, Md., won four first places while NATTC Jacksonville, Fla., NTC Great Lakes, Ill., and Naval Supply Corps School, Bayonne, N.J., each won a single event.

Bob Boyd, of NTC San Diego and Art Barnard, of NAS Los Alamitos but running for the NTC San Diego squad, posted two of the best marks in the All-Navy meet. Boyd, former Los Angeles Ram defensive end, clocked off the 100-yard dash in 9.5 seconds while Barnard was leaping the 120 high hurdles in 14.1 seconds.

Five spikesters each won two events in the All-Navy. Boyd, besides winning the 100-yard dash, won the 220-yard dash. George Mahon, of NTC San Diego, won the 220- and 440-yard hurdles and teammate Ronald Drummond placed first in the 16-pound hammer throw and discus. Jim Brown won the 3-mile run and 2-mile steeplechase while Gus Ormrod was number one in the 880-yard run and 1-mile run. Both are from Naval Station Annapolis.

Here are the summaries of the All-Navy Track and Field Meet.

100-yard dash—Bob Boyd, NTC San Diego; Fred Lucas, NTC San Diego; Jim Kelly, NTC San Diego. Time 9.5 sec.

120-yard high hurdles—Art Barnard, NTC San Diego; Bob Mahon, NTC San Diego; Claude Diggs, NTC San Diego. Time 14.1 sec.

220-yard dash—Bob Boyd, NTC San Diego; Fred Lucas, NTC San Diego;



Gerhart



Greene



Hollingsworth



Kehl



Leavell



Noles



Wiesner

Leonard Noles, NTC San Diego. Time 21.8 sec.

220-yard low hurdles—Bob Mahon, NTC San Diego; Claude Diggs, NTC San Diego; Dave Sommers, NTC San Diego. Time 23.9 sec.

440-yard hurdles—Bob Mahon, NTC San Diego; Jack Bighead, NTC San Diego; Claude Diggs, NTC San Diego. Time 57.7 sec.

440-yard run—Leonard Noles, NTC San Diego; Albert Moore, NTC San Diego; Kenneth Stewart, NATTC Jacksonville. Time 49.6 sec.

880-yard run—Gus Ormrod, Naval Station Annapolis; Albert Moore, NTC San Diego; Jerard Hargis, NATTC Jacksonville. Time 2 min. 4 sec.

1-mile run—Gus Ormrod, Naval Station Annapolis; James Brown, Naval Station Annapolis; Ray Manion, NTC San Diego. Time 4 min. 27 sec.

2-mile steeplechase—James Brown, Naval Station Annapolis; Joe Tyler, NTC San Diego; Ray Manion, NTC San Diego. Time 10 min. 57.4 sec.

3-mile run—James Brown, Naval Station Annapolis; Joe Tyler, NTC San Diego; Tony Diamond, NAS Niagara Falls, N. Y. Time 15 min. 27.3 sec.

Running broad jump—George Leavell, NTC San Diego; Bob Manion, NTC San Diego; James Gerhart, NSCS, Bayonne, N. J. Distance 23 ft. 7½ in.

Pole Vault—Leonard Kehl, NATTC Jacksonville and Dave Sommers, NTC San Diego, tied for first; Jack Parkinson, NATTC Jacksonville. Height 13 ft. 4 in.

Running High Jump—Ken Wiesner, NTC Great Lakes; Tom Whetstine, NTC San Diego; Lavern Smith, NTC San Diego. Height 6 ft. 6½ in.

16-pound shot put — Jim Hollingsworth, NTC San Diego; Stan Black, NAS Pensacola; Ronald Drummond, NTC San Diego. Distance 51 ft. 1 in.

Javelin—Lynn Greene, NTC San Diego; D. C. Mills, NTC San Diego; Joe Waltner, NAS Pensacola. Distance 210 ft. 7 in.

Hop, Step, Jump—James Gerhart, NSCS Bayonne, N. J.; Phil Anderson, NAS Quonset Point, R. I.; Distance 47 ft. 6 in.

16-pound hammer—Ronald Drummond, NTC San Diego; Lynn Greene, NTC San Diego; Stan Black, NAS Pensacola. Distance 108 ft. 5½ in.

Discus—Ronald Drummond, NTC San Diego; John Skocko, NTC San Diego; Jim Hollingsworth, NTC San Diego. Distance 153 ft. 4½ in.

# SIDELINE STRATEGY

**S**AM FELTON, JR., of the Naval Training Center, Bainbridge, Md., won the 16-pound hammer throw in the second annual Inter-Service Track and Field Meet with a toss that will be extremely hard to beat. The 6-ft. 2-in., 190-pound Navy lieutenant tossed the hammer 180-ft. 7-in., breaking the old record by 24-ft. 2-in.

But winning championships in the hammer throw is old stuff to the former Dartmouth college athlete. From 1948 to 1951, Felton won the NCAA championship each year in the 16-pound hammer throw. Other laurels include the 1948 IC4A 16-pound hammer throw and the 1949 NCAA (Indoor) 35-pound hammer throw titles.

In the 1950 NCAA Meet, Slingin' Sam set a new record for the 16-pound hammer with a throw of 187-ft. 3¾-in. At the Penn Relays in April this year, he set a new record for that meet with a toss of 183-ft. 2¾-in.

Commissioned an ensign in the Naval Reserve in 1948, Felton was called to active duty in January 1952, and is presently stationed at the Administrative Command Personnel Office at Bainbridge NTC.

★ ★ ★

If a team championship had been at stake at the All-Navy Track and Field Meet held at Camp LeJeune, N. C., NTC San Diego would have walked away with the trophy. On a 5-4-3 point basis, NTC San Diego would have run up more than 140 points.

In no less than six events, the thinclads from the West Coast training center placed 1-2-3. San Diego's only dual-meet losses this year have been to the University of Southern California and Fresno State College, both by close scores.

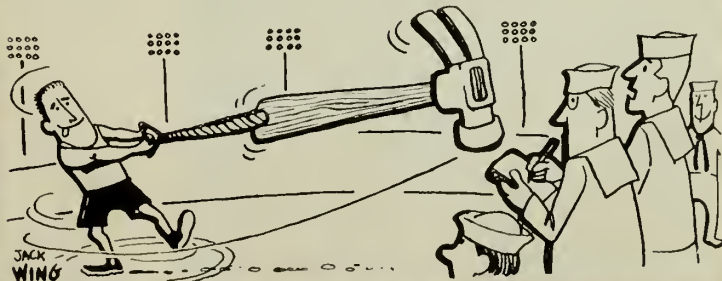
Victories have been scored over University of Arizona, Arizona State, San Diego State, San Jose State as well as Camp Pendleton, which dominated this year's All-Marine Track and Field Meet.

★ ★ ★

With the All-Navy and Inter-Service baseball championships on tap for next month, interest is focused on Quantico and SubPac, former All-Navy champions. Quantico is now playing for the All-Marine title. SubPac is the defending All-Navy champion, having last won the title in 1949. The series was discontinued until this year.

It is reported that SubPac has a better team this year than the 1949 edition. Last season, the submariners won the 14th Naval District championship and finished second in the Hawaiian Interservice Baseball League, three games behind the winning Fort Shafter nine.

This year's pitching staff includes veterans Ed Collier, Leo Gribkoff, Roy Mchan and reliefer Tom Cockrell. At the time of this writing, the Raiders had an 11-game lead over all other Navy teams in the Hawaiian League, with more than one third of the season completed.—Rudy C. Garcia, JO1, USN.





Brief news items about other branches of the armed services.

★ ★ ★

DISTANCE AND ENDURANCE RECORDS for jet aircraft have been broken by an Air Force B-47 Stratojet bomber. The Air Force disclosed that the non-stop flight was made last year by a test crew from Edwards Air Force Base.

Refueled three times by tanker aircraft, the six-jet, 185,000-lb. B-47 covered 12,000 miles in 24 hours. To simulate a long-range strategic mission, a dummy 10,000-lb. bomb was dropped half-way en route. The record flight was made over the Southern and Western parts of the U.S.

Other records held by the B-47 include the first jet flight over the North Pole, made more than a year ago, and a new, unofficial, transcontinental speed record of three hours, 26 minutes made on a flight in 1948, from Moses Lake, Wash., to Andrews AFB, Md., at an average speed of 607 mph.

★ ★ ★

A SHOCK-ABSORBER that is stronger and has a longer life has been adopted for the Army's Patton 48 tank. In addition to providing an improved ride for tank personnel, the "snubber," adapted from railroad equipment is expected to add about 1600 miles to tank operation before a maintenance check is required.

The snubber resembles the familiar tubular shock absorber used on most automobiles, but is different in principle of operation and is, of course, much larger.

The tank snubber uses the friction of a brake-lining, pressing against the inside surfaces of its steel tube to provide a constant snubbing action. The snubber eliminates the use of hydraulic shock absorbers which possess varying rates of snubbing action.

In a tank a stable firing platform is important. The new shock absorber reduces the pitch of the tank under gun-firing recoil to a greater extent than the hydraulic type. This insures greater accuracy and requires less re-aiming.



TECHNICIAN drives home pin connecting sturdy 'snubber' shock absorber to Army's Patton 48 tank.

DETAILS OF A "ROBOT SYSTEM" used to control the Air Force's QF-80 pilotless drone, which was used in the A-bomb tests at the Nevada Proving Grounds, have been released. The drone, a robot version of the F-80 jet fighter, was being used to collect radiological data from the atomic cloud.

"Nolo" (no live operator) flight is remotely directed by beep-box control signals from two ground stations operated by specially trained "beep-box pilots" or, from a nearby jet "director" aircraft.

Here is a typical QF-80 flight:

The pilotless jet is lined up on the runway and a beep pilot standing nearby pushes a button which starts the automatic take-off sequence. Throttle increase is "beeped-in" by triggering a switch with short pulses. Another button releases the brakes and, as the drone gathers speed, the ground pilot beeps in left or right signals to hold the jet to the center of the runway.

Once the craft is airborne, controls may be passed at any time to another beep pilot with similar controls in a DT-33 director plane aloft. Accurate control can be maintained up to full capacity of the aircraft, through take-offs and climbs, level flight, flat turns and bank turns, the Air Force says.

★ ★ ★

A LIGHTWEIGHT WIRE SPLICER, designed to mend broken communications field wire in a hurry and insure a perfect connection every time, has been developed by the Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Vital minutes on the battlefield are expected to be saved when the new tool is put into use to mend telegraph and telephone lines cut or broken, say by shell-fire, vehicles or enemy sabotage. The length of time a repairman will be exposed to enemy fire should also be greatly reduced.

The new tool looks like a long pair of pliers. Instead of the conventional jaws at the end, however, there is a small case containing 10 repair cartridges.

Here's how it works: The repairman places the broken end of the wires into a specially designed wire cutter and stripper attached to the handle. He squeezes the handle and a built-in guide assures him that the right amount of wire is cut. Next he feeds the bare wires into each end of the cartridge connector. One more squeeze and the job is finished.

To make a field splice under the old method, a thoroughly trained repairman, under perfect conditions, took from three to four minutes. With the new tool, the same job can be done in less than 30 seconds, the Signal Corps says.

★ ★ ★

A "STRATOSPHERE CHAMBER," that produces atmospheric conditions similar to those found in the upper atmosphere, is now in operation by the Army at Fort Monmouth, N. J. It is used to study the effect the upper atmosphere has on electronic equipment.

Nicknamed the "Tea Kettle," the chamber was built to help find the answers to unsolved meteorological problems. The boiler-like contraption can decrease atmospheric pressure until it is 1000 times more rare than that found at the earth's surface.

**STANDARDIZATION BY ARMY ORDNANCE**—As a result of the Army's standardization program begun after World War II, 11 different vehicles are now using the same engine. Compare this to the 6 to 10 different tank engines that were once used to power one type of tank. World War II engines had over 5000 parts, none of which were interchangeable. In the new engines, all "high-mortality" parts are interchangeable.

Standardization has thus paved the way for a more efficient supply and repair system. It is not longer necessary to buy so many types of spares. This results in reduced costs of warehousing and transportation, fewer training schools, a reduced instruction period for mechanics, and the release of some soldiers formerly stationed in rear depots.

Army Ordnance has succeeded in reducing its catalog of automotive spare parts from 450,000 to 125,000. This catalog is now being further reduced by the adoption of the engines with the interchangeable parts.

Still other savings are being realized by simplification of tactical vehicle specifications. The 28 basic vehicles used during World War II have been reduced to seven.

★ ★ ★

A SHATTER-RESISTANT CANOPY to protect jet fighter pilots has been developed for the Air Force and is now ready for flight tests. The experimental canopy is said to remain shatter-resistant even when struck by flak or direct gunfire.

Using nylon loop-edge construction, the new canopy is comparable to tongue-and-groove flooring in the home, except that the groove—a protruding aluminum channel which forms the base of the canopy—grips the nylon loop so tightly that it will not come loose under the most rigorous operating conditions. A rubber seal fits over the joint between plastic and metal to insure pressure tightness.

Among the advantages of the new hoods, the Air Force lists: Added safety for pilots and radarmen in battle; expansion and contraction of different materials (plexiglass reacts to heat four times as fast as the metal surrounding it); rotation of the canopy in actual operation as the plane's pressurization comes into effect and as the jet maneuvers; and flexibility without loss of strength.

★ ★ ★

**BOMBARDMENT AND NAVIGATION TRAINING** without actual flight of the student is the function of a new Air Force device, the AN/APQ-TI radar trainer.

Through use of the new, ultrasonic trainer, future air crews can become familiar with flight problems anywhere in the world and yet still keep their feet on the ground in this country.

Using intricate computers and the same instruments found in actual aircraft, the trainer presents to air crew personnel the identical situations that would be met in actual flight. In addition, it records pilot competence in meeting these situations. To make a problem more realistic, the trainer can introduce friendly beacon signals and even enemy radar jamming signals.

Designed primarily for the advanced training of aircraft observers who already have 10 years of experience either as bombardiers, navigators or radar specialists, the new unit will enable one man to become proficient in all three duties, the Air Force states.



**LIGHTWEIGHT**, all-metal, single-wing jet trainer, designed for Air Force, has two turbo-jet engines.

A FAST-MOVING CARGO TRACTOR can move the Army's new 75mm *Skysweeper* antiaircraft weapon at a top speed of 40 mph. (The new artillery machine gun is designed for use against low-flying, high-speed aircraft.)

The 22-ton tractor can tow the *Skysweeper* across swamps and small trenches and climb up to 60 per cent grades.

Also used to haul other artillery—for example the 90mm antiaircraft gun, the 155mm gun, or the eight-inch howitzer—the cargo tractor can carry the weapon's ammunition, supplies, equipment and crew.

Doubling as a bulldozer, the tractor can mount a scraper blade and level ground for setting up the *Sky*-tractor carries wrecker and stake-body kits. The latter converts the tractor for general-purpose hauling.



**'ATOMIC ANNIE'**—Army's 280mm weapon fires atomic artillery shell in test held at Frenchman's Flat, Nevada.



# LETTERS TO THE EDITOR

## Duty on MSBs

SIR: What is the proper method in submitting a request for duty on one of the mine sweeping boats presently being built at Annapolis, Md? At the present time, I am stationed aboard a destroyer based at Newport, R. I.—W. S., BM3, USN.

• Crews for new construction mine sweeping boats being built on the East Coast, including Annapolis, Md., are being assembled within the Atlantic Fleet. Therefore, you should submit an official request for transfer to this duty to Commander Service Force, U. S. Atlantic Fleet, via your commanding officer, division commander and type commander. The rules governing requests by EMs for change of duty are contained in BuPers Manual Art. C-5203.

The Navy's policy for selecting men for all new construction is based on the following factors: (a) personnel should be in the fleet corresponding to the coast on which the vessels are being built; (b) an applicant must have a minimum of six months' obligated service remaining after the commissioning date; (c) he must have a minimum of 12 months on current tour of sea duty; and (d) there must be a requirement for his rate.—Ed.

## NSLI Endowment Policy

SIR: I have a 20-year endowment GI insurance policy. I have elected to receive installment payments, after the endowment period is up. What would happen if I die before I receive all payments and I fail to name a beneficiary?—Q. J. M., BM1, USN.

• In such a case, the unpaid installments would be paid in a lump sum to your estate.—Ed.

## A Curve That Will Interest You

SIR: Could you tell me whether the "curve" system or the "percentage" system is used in grading service-wide examinations?—N. J. L., YN3, USN.

• The grades of the service-wide competitive examinations for advancement in rating are based on a curve. That means the scale upon which the standard scores or grades of these examinations are reported ranges from 15 to 80. The average for all tests is considered to be 50, the mark which can be expected to be achieved or exceeded by approximately one half of all candidates. A grade of 80 is usually achieved by about one candidate in a thousand.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel Navy Dept., Washington 25, D. C.

## Auto License and Registration

SIR: Is it true that a serviceman has to register and license his automobile in every state he is transferred to? I thought that the Soldier's and Sailor's Civil Relief Act relieved the servicemen of this burden and inconvenience as long as he registered his car in his permanent home state and conformed to that state's laws.—C. M. E., HMC, USN.

• You're right. Article V, paragraph 574 of the Act, does provide that for the purpose of "personal property taxation," which includes automobiles, a Navyman shall not lose his residence of his home state of record solely by being absent from that state in complying with orders. Therefore, if a Navyman has registered his automobile in his home state and has met all requirements of that state, he does not have to register or pay any fees for any state to which he might be ordered by the Navy.—Ed.

## Time in Grade for WO's

SIR: BuPers Inst. 1412.6 of 28 Oct 1952 states that warrant officers are eligible for promotion to pay grade W-2 upon completion of three years' service in warrant grade. It also states that commissioned warrant officers are eligible for promotion to W-3 six years from date of eligibility for promotion to CWO. As previously required, I had served six years as W-1 before becoming eligible for W-2. According to the new instruction I would have had to serve only three years as W-1 before becoming eligible for W-2—as I see it.

Can I count the additional three years I served as W-1 toward the six years required for W-3? (I was appointed W-1 on 15 May 1945 and W-2 on 15 May 1951.) In other words, would I be eligible for W-3 on 15 May 1954?—W. F. A., CHPCCLK, USN.

• No, those three years as W-1 cannot be counted toward W-3. With your W-2 date of 15 May 1951 you will be required to serve until 15 May 1957 (or a minimum of six years) as a W-2 before you will become eligible for consideration for assignment to pay grade W-3.—Ed.

## Shore Duty for SH Ratings

SIR: (1) Why is the SDEL list for men in the SH rating so high and continually increasing? (2) Why does the Navy employ civilians at Navy exchanges when men in the SH rating could be used, thereby cutting down on the cost to Navymen ashore for barber, laundering and tailoring services and articles purchased in Navy exchanges?—A. F. S., SH1, USN.

• The reason for the large waiting list on the SDEL is the relatively few billets for your rating ashore. BuPers Inst. 1306.20 establishes the normal tour of shore duty for men of the SH rating at two years. In order to become eligible to submit a request for shore duty, an SHC must have two years of sea duty. Other SH rates must have four years sea duty.

(2) Armed Forces Exchange Regulations, set down by the Department of Defense, require that Navy exchanges be operated with non-appropriated funds and are to be self-sustaining with respect to the payment of civilian salaries. Enlisted personnel may be employed in an Exchange only when the total sales volume of the exchange is less than \$5000 a month or when due to the isolated location, civilian personnel are not available. This means that in most cases, civilians will be employed and be paid with non-appropriated funds for the operation of the Navy exchanges. This alone is largely responsible for the price difference between ship's stores afloat and exchanges ashore.—Ed.

## National Ensign at Half Mast

SIR: Do ships of the U. S. Navy ever display the National Ensign at the half mast position when under way? We are having quite a discussion on this subject aboard our ship.—T. E. H., LT, USN.

• Yes. Two occasions on which they do so are spelled out by Navy Regulations in Art. 2191 and Art. 2193.

The first says that the national ensign shall be half-masted by "all ships and stations" upon the death of one of the following: President, ex-President, President-elect, Vice President, Secretary of Defense, Secretary of the Navy, an Assistant Secretary of Defense, the under Secretary of the Navy or an Assistant Secretary of the Navy.

In the second it stated: "During burial at sea, the ship shall be stopped, if practicable, and the ensign shall be displayed at half-mast from the beginning of the funeral service until the body has been committed to the deep."—Ed.



### Airing a Bunting Question

SIR: The November 1952 ALL HANDS (page 28) discusses the custom of flying a "flag call sign" at the starboard yard and the ship's own signal letters at the port yard. I would like to mention that the authority for displaying the former had been in ACP 129 (Article 717) and in Article 1606(G) of JANAP 121(A). (Incidentally, these articles did not state from which point the flag call sign would be flown. However, the starboard yard seemed to be the most logical.)

Since the time of that discussion the latter publication has been superseded by ACP 121(B), which defines a visual sign as: "A call sign provided primarily for visual signaling." As this definition does not include "address group" the question arises as to the authority for displaying an address group when leaving or entering port.

Of course, flotilla, squadron, division, and even sub-division commanders can comply with these provisions, for they are assigned visual call signs. There are, however, no primary visual call signs for type commanders. Instead, they use address groups. In view of these facts there now seems to be no authority for displaying the "admiral's flag call sign" at the starboard yard.—R. Z. W., QMC, USN.

• You are correct in that there is now no written authority in current communication publications for displaying a unit commander's address group when entering or leaving port. The custom of using address groups along with other visual calls will be given official sanction in a future U. S. Navy publication.—Ed.

### Proceed Time on Officers' Orders

SIR: I'd appreciate it if you would help me in clearing up some points concerning officers' proceed time, as covered by Art. C-5315 of the BuPers Manual.

As I see it, it is the privilege of the officer concerned to decide whether he requires such proceed time when being transferred between two ships or stations in the same locality. This, of course, is assuming that proceed time has been authorized on his orders.

In the interpretation of BuPers dispatch orders which grant proceed time, can the CO of the officer being detached omit the proceed time if he feels that it is not required by the officer who is being transferred between two ships or stations in the same locality?

Finally, if the orders read "proceed and report" to a ship or station in the same port can the officer who takes the four days' proceed time have his pay account checked?—W. L. S., YN1, USN.

• The basic authority for proceed time is Art. 1220 of Navy Regs. Key words are: "but fixing no date and not expressing haste." Under such circumstances it is the privilege of the officer concerned to decide whether he requires

the proceed time when being transferred between two ships or stations in the same locality. When an officer is granted "delay in reporting to count as leave," he should have the benefit of the full four days allowed by regulations. Granting a delay in reporting indicates that there is no expression of haste.

However, in the case where no delay is granted, and the two ships or stations are in the same locality, Art. C-5315(g) of the Manual grants authority to commanders in the field and the Fleet to add: "Report immediately" (within 12 hours) or "Report without delay" (within 48 hours). With such endorsement on the orders there is an expression of haste and the officer gets no proceed time.

If the orders and the endorsements read "proceed and report" to a ship or station in the same port, fixing no date and not expressing haste, and the officer elects to use the four days, there is no authority for checking his pay account for any portion of the four days.—Ed.

### Can You Stay on Active Duty?

SIR: I now have eight years of active naval service out of 12 years' total Naval Reserve service. I would like to know my chances of being retained on active duty for 12 more years so that I may qualify for retainer pay.—J. M. O., QMSC, USNR.

• Your retention on active duty is dependent on the needs of the service. These needs vary from time to time as they are based upon the ever-changing international situation. (For example: Navy strength in 1948—200,000 men; Navy strength now—800,000.)

It can safely be said that you will be retained on active duty—at your request—for as long as your services are needed and the necessary funds are available.—Ed.

### Borrowing on NSLI Insurance

SIR: I understand that I may borrow money from the Veterans Administration on my permanent National Service Life Insurance policy. If this is true, how much can I borrow?—D.E.T., BM3, USN.

• If your permanent policy has been in force under premium-paying conditions for at least a year, you have the right to borrow an amount not exceeding 94 per cent of the reserve of the policy.—Ed.

### Filing Negatives of I.D. Photos

SIR: Is there any regulation or directive which states that an I.D. card picture negative be made a permanent part of a man's service record?—H.F.B., YNT3, USNR.

• No, there isn't any directive requiring it. However, as a matter of convenience and economy, many ships and stations do file the I.D. photo and negative as part of the service record.—Ed.

### Study Courses and Official Manuals

SIR: Since the Bluejackets' Manual has been established as the text for an Enlisted Correspondence Course can it be quoted as an official publication for clarification of certain questions as in the case of Navy Regulations and other official Navy publications?—G. A. D., ADC, USN.

• No. Navy Training Courses and Enlisted Correspondence Courses are not regulatory in the same sense as Navy Regulations, Instruction and Notice directives and Bureau manuals. The BJM is a compilation of information from official sources and written for indoctrination of recruits and as a study manual for all bluejackets. Material in a particular edition of a BJM which you might refer to may be out of date or incomplete in regard to current Navy directives.—Ed.

### SS Designator for ANR Reserves

SIR: I am a Naval Reservist doing active duty in an ANR billet (that is, on continuous active duty with the Naval Reserve organization). I serve aboard a Reserve Training submarine. Is there any way I can receive the SS designator (qualified in submarine) without attending the Submarine School in New London, Connecticut?—R. M. B., EM1, USNR.

• You must attend "school of the boat" sessions and work toward SS qualification aboard your Reserve submarine. When your Officer-in-Charge feels you are ready for examination for the designator SS, he should arrange for you to take a two-week training duty period aboard an operating submarine. You will then be given an SS designator, provided you score high enough in your examination, and your performance of duty was satisfactory.—Ed.



USS PUFFER (SS 268) displays World War II battle record. She's now a training submarine for Reservists.





USS GULL (AMS 16) trails minesweeper gear. Appropriate sound signal for sweep underway with gear out in international waters is usually 'vessel towing.'

### A Sweep in the Deep

SIR: A question has come up that I'd appreciate a ruling on. What sound signal should be made by a mine sweeper with all her sweep gear out while underway in international waters in heavy fog?—J. A. M., QMC, USN.

• The Admiralty Division of the Navy's Office of the Judge Advocate General states: "... it is considered that the most appropriate signal under these circumstances is the signal for a vessel towing."

Under the present International Rules of the Road (Art. 15), this signal consists of sounding three blasts in succession at intervals of not more than two minutes. The blasts are one prolonged blast (four to six seconds duration) followed by two short blasts (about one second each). They are sounded on the whistle or siren.

Under the prospective New International Rules—now awaiting presidential proclamation to make them effective on 1 Jan 1954—a change will be made in the above timing. The three blasts will then be sounded at intervals of not more than one (rather than two minutes).—ED.

### Flagstaff Insignia Displays

SIR: Two "fine points" regarding the display of flagstaff insignia in boats have been raised in our ship. Brought up by Article 2179 of Navy Regs, they are:

(1) Is the choice of flagstaff insignia determined by the rank of the officer embarked in the boat or by the rank of the officer to whom the boat is regularly assigned? (2) In a foreign port when the ensign is displayed underway during daylight hours, is it required that the flagstaff insignia be covered when the officer to whom the boat is regularly assigned is not embarked in that boat.—E. D. N., LT, USN.

• Little has been written on these points. The following interpretations,

based on custom and practice, may answer your questions.

The choice of the flagstaff insignia is determined by the rank of the officer embarked in the boat. If the proper insignia is not available, the insignia regularly assigned to the boat should be covered. One purpose of the insignia is to indicate to others the rank of the officer actually embarked in the boat. If, for example, a junior officer is embarked in a boat showing a halberd, he would probably receive salutes from senior officers embarked in passing boats. This could easily be prevented by covering the flagstaff insignia.

In answer to your second question, it is proper to cover the flagstaff insignia when the ensign is displayed if the correct insignia is not available.—ED.

### Instructor Billets for DCs

SIR: What instructor billets are open to men in the damage control rating?—C. J. N., DC1, USN.

• Instructor billets for Damage Controlmen are located at the recruit training commands at Great Lakes, Bainbridge and San Diego; at Class "A" Damage Control Schools at Philadelphia and San Francisco; at the Class "A" Machinist's Mate School at Great Lakes; at Fire Fighting Schools at San Francisco and Philadelphia; at the Salvage School at Bayonne, N.J.; the Retraining Command at Portsmouth, N.H.; and the Officer Candidate School at Newport, R.I.

Enlisted personnel selected for this type duty are transferred to the school for which they have been selected as instructors as soon as they successfully complete the Class C-1 Instructor School at San Diego, Norfolk or Great Lakes.—ED.



### Special Sea Detail Lookouts

SIR: As Admiralty Officer of the 11th Naval District, I noted with interest your article dealing with Rules of the Road and collisions ALL HANDS (March 1953).

Articles of this type, I feel, would be of considerable assistance to operating personnel, by calling attention to some of the problems involved in navigating naval vessels.

From association with many admiralty cases in the Navy, one gets the impression that all too often the responsible person becomes so engrossed with operational plans that, in many instances, he loses sight of the basic requirements of the Rules of the Road...

One of the problems we seem to have repeated difficulty with is conformance to Article 29 of the International and Inland Rules that the vessels "keep a proper lookout"... In some instances, such as a recent collision case, there was involved a deficiency in the administrative set-up in which a proper lookout was not maintained during Special Sea Detail while the vessel was en route to an off-shore operating area.

The ship remained at Special Sea Detail without a prescribed lookout for 45 minutes after getting underway and until just a few minutes before the collision. The lookout, upon assuming his station, immediately reported a fishing vessel dead ahead but by then it was too late to avoid the collision...

It is considered that a reminder on this lookout point might be of assistance to operating personnel in helping them avoid some of the problems that we (admiralty officers) run into many times... and may redound to the best interests of the government—J. A. M., CDR, USN.

• For more on lookouts, and their importance, see page 17.—ED.

### Star Should Stand on One Leg

SIR: In the March 1953 issue of ALL HANDS, page 28, you depicted a Good Conduct Ribbon with one star. According to U. S. Navy Uniform Regulations, Chapter 15, Section 4, Paragraph 1531, you are in error. The star should be positioned with its two points on top and one point on the bottom.—R. L. G., HM2, USN.

• We commend you for catching this one. Here's what happened. As the printed pages of ALL HANDS come from the press, a printer checks the sheets against our final page layouts for printing quality and accuracy. Some sharp-eyed pressman discovered the engraving of the Good Conduct ribbon had been placed upside down. The press was stopped and the cut inverted, placing the star in the correct position. Unfortunately, you received one of the early-run copies with the upside-down star standing on two legs.—ED.

## Date of Rank for ROC

SIR: I have talked to men that were commissioned at the end of last summer's ROC School and find that their commissions were dated back to correspond to those of the Naval Academy. I have two questions about this: (1) Since officers in the Regular Navy are ranked by class standing does this hold true for officers in the Reserve too? (2) Owing to time left in college before graduation, I was not commissioned with my class in ROC School. When I am commissioned, what effect will my last summer's class standing have on my ranking with others to be commissioned at the same time?—J. M. W., MIDN, USNR.

• The date of rank stated in the commission of officers appointed during any calendar year under the ROC program is the date of rank assigned to the class of Midshipmen graduating from the U. S. Naval Academy during that year. Here are the answers to your two questions:

(1) No. "Class standing" as it is referred to in your letter is the class standing assigned for the advanced (ROCON) school. It is not used in determining precedence of ROCs at present.

(2) ROCs normally complete the advanced (ROCON) school between their junior and senior years in college. ROCs are appointed to commissioned grade throughout the year as they fulfill the requirements. Therefore, they are not considered as being in an annual "class" as such during any portion of the time they are enrolled in the program.—Ed.

## G.I. Term Insurance Deadline

SIR: I will be separated from the Navy in September and as yet I haven't decided whether or not I will apply for the G. I term insurance available to Korean veterans. How long after my discharge will I be covered by the free indemnity that protects me while I am in service?—J. E. L., BM2, USN.

• The free indemnity protects you for 120 days after your separation from the service. If you wish to take out the G.I. term insurance, you must apply to the Veterans Administration for it and pay your first premium within that 120-day period.—Ed.

## Log Entry for Ship in Drydock

SIR: What is the proper log entry while your ship is in drydock? Some say that it should be "Drydocked as before" while others maintain it should be "Resting on keel as before."—A. K., QM1 (SS) USN.

• There is no specific requirement as to the exact wording of a log entry to show that a vessel is in drydock. Both sample entries you mention are acceptable. However, the entry "Drydocked as before" probably is more frequently used.—Ed.

## YOG Makes Arctic Its Back Yard

SIR: Our ship, YOG 32, which has the "home port" of Reykjavik, Iceland, and is a unit of the Iceland Defense Force, recently had an interesting trip. Leaving port, we set a northerly course, passed along the western coastline of Iceland and then crossed the Arctic Circle. Now we'd like to know if ours is the first self-propelled gasoline barge to cross the Arctic Circle.—J. L. M., CS2, USN.

• There are no known records of any other YOG—or any other self-propelled service craft, for that matter—crossing the Arctic Circle. Perhaps ALL HANDS readers may have some information of other service craft passing above 66° 30' North. As it now stands, however, YOG 32 has earned a record for itself.—Ed.

## Eligibility for NOS Medal

SIR: Could you tell me if duty in a ship operating in Japanese waters from March to August 1952 would qualify for the Navy Occupation Service Medal? It is my contention that any 90 days of such service prior to the signing of the Japanese peace treaty would make a man eligible for the medal.—C. I. H., LTJG, USN.

• Any service performed in that area between 2 Sept. 1945 and 27 April 1952 may be considered for this award. The latter date is that established by the Chief of Naval Operations as the closing date for eligibility for the Navy Occupation Service Medal in Asia. Of course, the requirements set forth on page 151 of "Decorations, Medals, Ribbons, and Badges" (NavPers) 15,790 must be met.

A period of 90 days within the area is not a requirement for this award.—Ed.

## Any BMSNs Aboard?

SIR: Our 5 Division gang has been involved in a long discussion over the identification of strikers. One example: Is there such a designator as "BMSN"? We've checked with various Navy Department Bulletins and BuPers Instructions—with no luck. Would you help us settle this?—L. W. J., SK3, USN.

• BMSN (seaman designated as a boatswain's mate striker) is one of the many authorized rate symbols in Instructions for the Navy Personnel Accounting System (NavPers 15642).

A striker's rate symbol is the four or five-letter designator formed by combining his rate abbreviation (i.e., SN) with the rating abbreviation for which he is being trained (i.e., BM). In this way, BMSN identifies a seaman striking for boatswain's mate.

More information on striker identification is contained in ALL HANDS, March 1953, p. 47.—Ed.

## Personal Copies of Training Courses

SIR: Could you tell me if it is possible to purchase copies of enlisted training manuals such as the Blue-jackets Manual, Machinists's Mate Manuals and Seaman Manuals?—J. S. M., Sgt., USMC.

• Although certain Navy Training Courses may be purchased from the Government Printing Office (see ALL HANDS, July 1953, p. 6) the manuals for Machinist's Mate 3 and 2 (NavPers 10524), Machinist's Mate 1 and Chief (NavPers 10201), and Seaman (NavPers 10120A) have not been released for sale. They are distributed by the Navy to activities for training purposes. If these manuals are for official use by your company or battalion, requests should be submitted to the Chief of Naval Personnel (Attn: Pers C115) through your commanding officer. Copies of the Bluejacket's Manual are available at \$3.00 per copy from the U. S. Naval Institute, Annapolis, Md. They may also be purchased at local bookstores.—Ed.

## G.I. Loan Credit Controls Lifted

SIR: I understand that with credit controls lifted it's possible to get a 30-year G. I. loan with no down payment. However, I can't find anybody who will lend me the money on these terms. Aren't lenders required to do that under the law?—P. O. L., GM3, USN.

• No. Although such terms are permissible, it is still up to the lender to make his own decision as to the terms of the loan.—Ed.

## Addressing POs and CPOs

SIR: What is the correct way to pass the word over the P. A. system for chief petty officers and POs in lower pay grades? I contend that "Jones, Chief Mineman" or "Jones, Mineman First Class" is correct. Others contend the "Jones, Mineman Chief" is the correct way. Most agree with me that "Jones, Mineman First Class" is correct, however. How about it?—N. L. K., LTJG, USN.

• Calling out "Jones, Mineman First Class" is the correct form. Your version of calling out a CPO by name and rate is also the correct one.

Actually there is no rate such as "Mineman, Chief" or "Printer, Chief" or "Driver, Chief." The rate abbreviation for a Chief Mineman is MNC, for a Chief Printer is PIC, for a Chief Driver is CDC. The "C" following the rating designation is the cause of the confusion.

The reason "C" comes last is for purposes of efficiency in tabulating machine records. For this reason the abbreviation MNC (rather than CMN) is used. But when spoken, the rate is "Chief Mineman." But "Mineman Chief" . . . Never.—Ed.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Saratoga* (CV 3)—The shipmates of this ship are scheduled to have their annual reunion, dinner and dance on 14 Nov 1953, in the U. S. Grant Hotel, San Diego, Calif. For reservations, write Mr. H. E. Gibson, Secretary, 3412 Zola St., San Diego 6, Calif.

• *uss Hopewell* (DD 681) — All hands who served in this ship from 1943 to 1946, and are interested in a reunion to be held in Chicago, Ill., at the Allerton Hotel, 29 September to 2 Oct 1953, contact A. J. (Andy) Grazer, 4215 Chippendale Ave., Philadelphia 36, Pa.

• *uss Venus* (AK 135)—A reunion will be held in the Hotel Phillips, Kansas City, Mo., on 31 July and 1 and 2 Aug 1953. Former members of this ship please contact Frank H. Maschler, Sr., 9421 West 80th St., Overland Park, Kan.

• *uss Mount Vernon Association Inc.*—The "Queen of the Transport Service of World War I" will hold its 35th Annual Reunion at the Hotel Lenox in Boston, Mass., on Saturday, 5 Sept. 1953. All shipmates interested in attending the dinner or becoming members of the association, please

contact Lawrence A. Sands, 18 Symmes St., West Medford, Mass., or Earle M. Marston, 28 Vane St., North Quincy 71, Mass.

• *Bomb and Mine Disposal Alumni*—The Eighth Annual Reunion will be held at the Wardman Park Hotel in Washington, D. C., on 10, 11 and 12 Sept 1953. For information and reservations, write to Bomb and Mine Disposal Alumni, P.O. Box 62, Princeton Junction, N. J.

• *33rd Naval Construction Battalion*—The Seventh Annual Reunion will be held in the Hotel Statler in Buffalo, N. Y., on Saturday, 19 Sept 1953. For information, write to Elwood E. O'Brien, 115-A West 168th St., Bronx 52, N. Y.

• *VPB 209*—It is proposed to have a reunion of the officers of this squadron on 1 Oct 1953, either in Chicago or New York. Those interested, please contact Myron P. Falk, 861 West St., Leominster, Mass.

• *Base Hospital #4*—All hands who served in this unit from March 1945 to April 1946, and are interested in holding a reunion, with time and place to be decided, contact Alphonse Zareski, Route 5, Box 282, Riverside, Calif.

• *uss Kershaw* (APA 176) — All former officers and enlisted men who served aboard this ship between 1944 and 1946, and are interested in holding a reunion during 1953, please contact Irwin J. Miller, 251-07-071 Ave., Belleroose, Long Island, N. Y.

• *You win. Waves are on duty in Hawaii, Japan (Tokyo), Germany, France, Italy, England, Norway, Puerto Rico and Alaska.* See All Hands, July 1952, p. 20-22.—Ed.

## Exams Are Up-to-date

SIR: Does the Naval Examining Center make up their tests directly from current course books for the various rates or do they keep up with current changes and make up the tests accordingly?—R. J. G., YN3 (SS), USN.

• *The Naval Examining Center makes up the test for advancement in rating in terms of the various courses and applicable ratings in accordance with Training Courses and Publications for General Service Ratings, (NavPers 10052), which lists all ratings and designated courses for each rating. Current changes are taken into consideration and changes in the tests follow as soon as practicable.*—Ed.

## Deadline for Korean G.I. Training

SIR: I got out of the Navy in July 1952 but haven't as yet taken advantage of the Korean G. I. Bill. Is there any special date when I must start training or lose it?—H. G. D., BM2, USNR.

• *Veterans like yourself, who were released from service before 20 August 1952, must begin their training under the Korean G. I. Bill by 20 August 1954. Those released after 20 August 1952 have two years from their date of separation in which to begin training.*—Ed.

## New Auxiliary Ships

SIR: I have heard that a new and larger type fleet ocean tug (ATF) is under construction for the Navy. Anything to this report?—E. W. B., EM1, USN.

• *The only auxiliary ships under construction are six oilers (AOs) and a new type icebreaker (AGB). Three Maritime ships are being converted to Navy ships. Two will be store ships (AFs) and one will be a stores issue ship (AKS). Nothing in line for the ATFs, though.*—Ed.

## Waves in Japan

SIR: While on liberty in Japan I thought I saw some Waves in Tokyo. My buddies say that there are no Waves stationed in Japan. What's the scoop?—W. L. S., AK2, USN.

...how to send **ALL HANDS** to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



## Precision Pilots

**N**AVY's Blue Angels flying team is on the wing again. Organized in 1946 as a Navy flight exhibition unit the team, which went out of existence temporarily at the start of the Korean conflict, today demonstrates precision tactical techniques of naval aviation.

Although the Blue Angels perform intricate maneuvers which look like stunts to the uninitiated, they're no stunt team. All their maneuvers are part of the tactical stock-in-trade of any fighter pilot.

Present members of the reactivated team are all Korean veterans. LCDR A. R. Hawkins, USN, is flight leader. Other pilot members include LT H. C. MacKnight, LT F. J. Murphy, LTJG R. E. Aslund, LTJG Wallace Rich and LTJG F. N. Jones.

*Upper left:* Enlisted jet specialists watch flight team as it completes barrel roll. *Upper right:* in echelon formation, team prepares to execute one of many precision maneuvers. *Right center:* Miami NARTU De-Icer Queen, Iris Maxwell, goes for ride on the shoulders of LTJGs R. E. Aslund and 'Bud' Rich while fellow Blue Angels stand by to 'assist.' *Lower right:* LCDR A. R. Hawkins, flight leader, has won three Navy crosses. *Lower left:* L-to-r, LTJG 'Bud' Rich, LTJG R. E. Aslund, LCDR A. R. Hawkins and LT F. J. Murphy pose together.





# BuPers Takes a Personal Interest in YOU

ON the crest of a hill in Arlington, where the Potomac River flats give way to an upswing in Virginia's topography, sits a large, buff-colored building that should mean a lot to you. What takes place here affects your career in a thousand and one ways. Here are housed the activities that put into operation the functions outlined in the chart on the following pages.

These activities combine to form the Bureau of Naval Personnel. "BuPers," as it is more familiarly known, is a Navy Department component that stays close to you all the way through your service career. Chances are your first actual contact with the Navy was with the Naval Recruiting petty officer in your home town. Recruiting is one of the Bureau's functions. And when your Naval career comes to a close, your discharge, too, will be a matter of Bureau business.

Even after that, the Bureau may still have dealings with you. Years after your discharge, for example, you may require information from your service record. BuPers will see that you get it. Or some question concerning your rights as a veteran may arise. The Bureau's Veterans Affairs Branch would probably be involved here. The records and other BuPers papers of those who die while in service, in the Fleet Reserve or after retirement are processed by the Bureau's Casualty Branch.

The Bureau stands behind practically all the pivot points of your career. It arranges for your procurement and administers your schooling—recruit training, service school training and "on-the-job" training at your ship or station. It supervises your assignment to your duty stations.

The Bureau also deals, directly or indirectly, with discipline, welfare and recreation, promotion, transportation and separation. Religious matters, too, come

under BuPers, the office of the Chief of Chaplains being a component of the Bureau.

As you read on, you will find that the range of BuPers functions is wide indeed. It encompasses such diverse fields as dependents assistance, passport photographs, medals and awards, service voting, libraries, motion picture procurement, enlisted men's clubs and Navy training courses.

A point to remember is that the Bureau's control takes different forms. In some matters it exercises direct control; in other matters it plays only a guiding role.

Some 2800 persons—Navymen and civilians—comprise the Bureau's immediate work force. In rank these range from a vice admiral, Vice Admiral James L. Holloway, USN, Chief of Naval Personnel, and four rear admirals, to about 200 petty officers and strikers in the clerical rating group. The count of naval officers is about 435. Civil Service personnel number about 2180.

If you have less than 3000 persons looking after more than 800,000 active duty naval personnel—not to mention the large numbers of inactive Reservists and retired members of the Navy—you can appreciate that the Bureau's responsibilities are large. Yet BuPers takes an active interest in you as an individual.

It would be unreasonable, however, to expect those in the Bureau to know personally even a small percentage of the Navymen they are concerned with. For this reason extensive use is made of such seemingly impersonal facilities as the "Job Classification System," "Personnel Allocation Plan," and the like. These terms provide a cue to the type of operation needed in the *efficient administration of manpower*.

A few years ago a large amount of electrical tabulating equipment was installed in the Bureau. These complicated devices form a substantial part of an entire division, the Personnel Accounting Division. Through technical advances in the field of electricity this equipment is able to provide complete and accurate statistical data on all Navy personnel. It utilizes data from Personnel Accounting Machine Installations (PAMIs) in the field, taking the information sent in and preparing it for use by distribution, planning and fiscal officers.

Not only has the use of machine accounting greatly expedited and simplified the preparation of records required by distribution commands in the field and in BuPers, but it has also made possible an accuracy in personnel planning that far surpasses that of older manual methods.

Although these machines have an important role in the BuPers scheme, they would be of little value without people who have the foresight and experience to know the types of data which must be recorded and made available for use when needed. In short, what the machines turn out can be no better than that which is put into them.

A glance at the organizational chart on the following pages will show you that the top man of BuPers is the Chief of Naval Personnel. Generally, this officer also serves as the Deputy Chief of Naval Operations for Personnel, a job in which he assists in drawing up the over-all policies for the administration of the entire Naval Establishment.

## BuPers Is Organized to Look After You

BuPers, like other bureaus and offices of the Navy Department, has an organizational break-down as well outlined as that of a Task Fleet. Where a task fleet is sub-divided into forces, groups and units, the Bureau is sub-divided into *divisions, branches, sections and units*.

For example, take the BuPers activity which maintains the Shore Duty Eligibility List. This is the Shore Duty Eligibility *Unit* of the Detailing *Section* of the Distribution *Branch* of the Enlisted Personnel *Division*.

Not all divisions are broken down so completely. One reason is that divisions vary in size. The six-man Legislation Division has no subdivisions; the 20-man Retirement Division is sub-divided into two branches only—no sections.

On the other hand, there is a big division like the Officer Personnel Division. One section of this division, the Distribution Control Section, contains more than 200 persons. Its Service Unit alone sub-divides into three "groups." One of these groups—the Order Writing Group—is further broken down into three "lines," the first of which is entitled "Change of Duty."

In *Navy Regs* you will find the Chief of Naval Personnel listed as a Naval Technical Assistant. As a Naval Technical Assistant he is responsible for the supervision of all the work in BuPers. He acts as a technical adviser and assistant to the Secretary of the Navy and his Civilian Executive Assistants and to the Chief of Naval Operations. (See "How Navy's Top Command Team Operates," ALL HANDS, June 1953, p. 31.)

In his capacity as Chief of Naval Personnel, he directs the administration of all naval personnel, supervises the administration of the Bureau itself and looks after the efficient performance of the Bureau's duties and functions. Finally, he keeps in close touch with the other armed services on personnel matters.

Occupying a position roughly equivalent to that of his executive officer is the Deputy Chief of Naval Personnel. This officer serves as the senior assistant for the administration of the Bureau, acting for the Chief on matters of policy, operation and direction.

#### BUPERS' INTERNAL MANAGEMENT

Directly under the Deputy Chief are six activities which perform "staff" functions. Two of these constitute divisions; three are made up of individual officers, and one is an office. Here they are:



the Chief and assistant chiefs of Naval Personnel and to the various division heads.

- *Administrative and Management Division*—Headed by the Administrative Officer and Management Advisor, this division advises and assists the Chief and Deputy Chief of Naval Personnel in the general administration and management of the Bureau. Along with administering the Bureau's own personnel management program, it develops budget estimates, allocates appropriated funds and controls related expenditures for internal Bureau operation. This division exercises management control over bureau organization, procedures, forms, reports and records. Lastly, it advises Bureau field activities on management matters.

- *Field Liaison Officer*—This officer maintains liaison with Bureau field activities and handles special matters pertaining to liaison with the field as directed by the Chief of Naval Personnel.

- *Bureau Counsel*—In this capacity is a lawyer who advises the Bureau's policy makers on the legality of contracts.

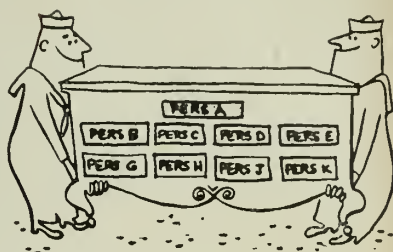
- *Personnel Analysis Division*—Largest of the six staff activities, this division, headed by a director, conducts research into all phases of personnel administration and management. It helps develop standards, qualifications, and techniques that will improve the administration and training of naval personnel.

- *Office of Liaison and Technical Information*—Answers inquiries to the Bureau and acts as the public "voice" of BuPers.

#### THE ASSISTANT CHIEFS OF BUPERS

This takes us to the main body of the Bureau, which is formed of several major components, each headed by an Assistant Chief of Naval Personnel. Rounding out the Bureau are the Chief of Chaplains, the Assistant Chief for Women and various Bureau boards.

These boards may be temporary or permanent. The boards that select candidates for Navy post-graduate training, for example, are temporary ones. The Permanent Naval Uniform Board is, of course, permanent—its work continues.



The work carried out under the Assistant Chiefs and through the various divisions affects your career in many ways. To find out how, read on.

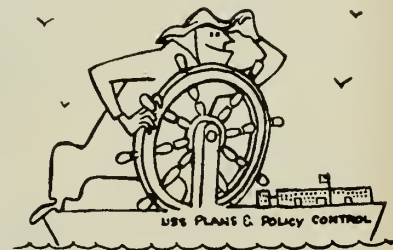
#### PLANS AND POLICY

First, there is the *Assistant Chief for Plans*, whose responsibility is planning programs and policy matters. Under him is the *Plans and Policy Control Division*, (Pers A1). This division might be compared to a steersman for the other divisions in the main body. Its title gives a clue to the broad and varied nature of its work—one aspect of which is to set up working goals for the other divisions in BuPers.

Mobilization plans that built up the Navy manpower strength from 380,000 at the outset of the Korean fighting to its present 800,000 level were formulated in large part by this activity. One branch of this division, Complements and Allowances, draws up estimates of the numbers of officers and enlisted personnel needed to man the ships, aircraft and shore stations, both overseas and Stateside, that are necessary to carry out the Navy's mission.

Here are a few of the other duties of this division: developing broad plans for procurement, advancement and training, release to inactive duty; initiating and coordinating plans to meet future mobilization needs.

The second division under "Plans" is the *Legislation Division* (Pers A2) which processes proposed legislation affecting Navy-men. It reports to the Chief, and others concerned, the progress of legislative action. It also presents information, recommendations and testimony to Congressional committees, other Bureaus and agencies.



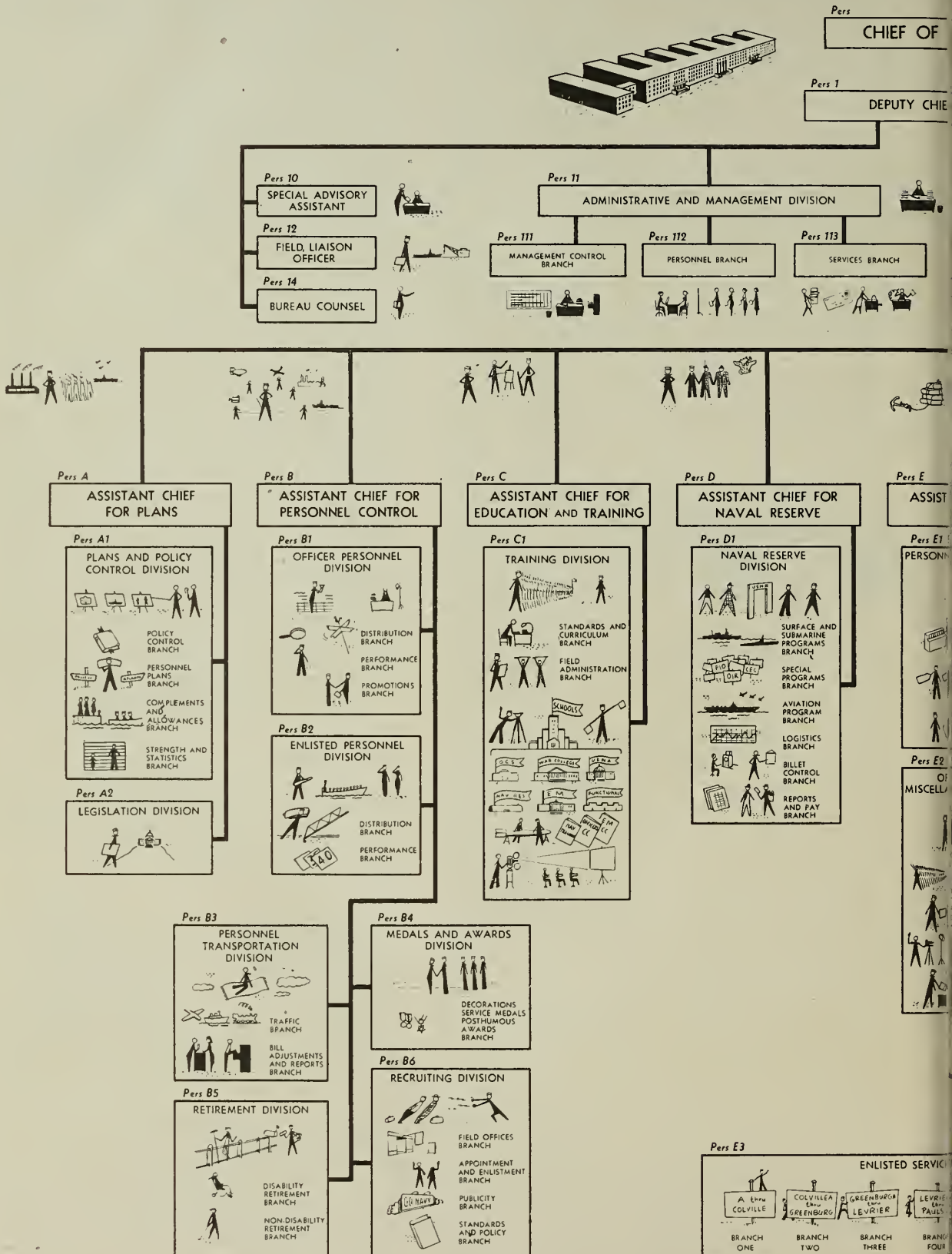
#### ENLISTED AND OFFICER 'PERSONNEL CONTROL'

If any one of the Bureau's components could lay claim to the title of the "Bureau Backbone," it would be that headed by the *Assistant Chief for Personnel Control*. This officer, one of the Bureau's three rear admirals, heads up the combined "B" divisions, as they are called: B1—*Officer Personnel Division*; B2—

(Continued on page 34)



# ORGANIZATION OF THE I



# U OF NAVAL PERSONNEL

## PERSONNEL

Serves concurrently as  
Deputy Chief of Naval Operations for  
Personnel (DCNO)

Pers 00

ADMINISTRATIVE AIDE

## NAVAL PERSONNEL

Pers 15

### PERSONNEL ANALYSIS DIVISION

Pers 16

### OFFICE OF LIAISON AND TECHNICAL INFORMATION

Pers 151

#### TRAINING RESEARCH BRANCH

Pers 152

#### CLASSIFICATION AND SURVEY RESEARCH BRANCH

Pers 153

#### BILLET AND QUALIFICATIONS RESEARCH BRANCH

Pers 161

#### TECHNICAL INFORMATION BRANCH

Pers 162

#### LIAISON BRANCH

Pers G

### ASSISTANT CHIEF FOR MORALE SERVICES

Pers G1

#### SPECIAL SERVICES DIVISION

- RECREATION AND PHYSICAL FITNESS BRANCH
- OFFICERS' MESSES AND ENLISTED MEN'S CLUBS BRANCH
- NON-APPROPRIATED FUNDS BRANCH
- LIBRARY SERVICES BRANCH
- INFORMATIONAL SERVICES BRANCH

Pers G2

#### PERSONAL AFFAIRS DIVISION

- DEPENDENTS ASSISTANCE BRANCH
- INSURANCE BRANCH
- CASUALTY BRANCH
- CORRECTIVE SERVICES BRANCH
- VETERANS AFFAIRS BRANCH

Pers H

### ASSISTANT CHIEF FOR FINANCE AND PROPERTY MANAGEMENT

Pers H1

#### COMPTROLLER DIVISION

- BUDGET BRANCH
- INTERNAL AUDIT BRANCH
- ACCOUNTING BRANCH
- CLAIMS BRANCH
- MANPOWER BRANCH

Pers H2

#### SHORE ESTABLISHMENT DIVISION

- MAINTENANCE AND OPERATION BRANCH
- DEVELOPMENT BRANCH
- REAL PROPERTY BRANCH

Pers J

### CHIEF OF CHAPLAINS

Pers J1

#### CHAPLAINS DIVISION

- ECCLESIASTICAL RELATIONS BRANCH
- PERSONNEL BRANCH
- MATERIAL AND SPECIAL PROJECTS BRANCH
- TRAINING BRANCH

Pers K

### ASSISTANT CHIEF FOR WOMEN

Pers K1

- RECREATION AND PHYSICAL FITNESS BRANCH
- OFFICERS' MESSES AND ENLISTED MEN'S CLUBS BRANCH
- NON-APPROPRIATED FUNDS BRANCH
- LIBRARY SERVICES BRANCH
- INFORMATIONAL SERVICES BRANCH



### NAVAL AVIATOR DISPOSITION BOARD

### PERMANENT NAVAL UNIFORM BOARD

## RECORDS DIVISION

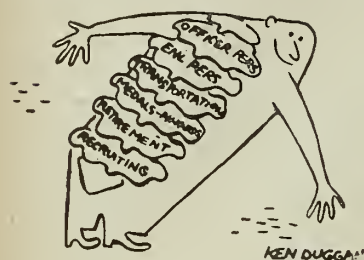
- BRANCH SIX
- BRANCH SEVEN
- MISCELLANEOUS SERVICES BRANCH



## BUPERS TAKES A PERSONAL INTEREST IN YOU (cont.)

*Enlisted Personnel Division; B3—Personnel Transportation Division; B4—Medals & Awards Division; B5—Retirement Division, and B6—Recruiting Division.*

The organization of B1 (Officers) and B2 (EMs) is somewhat alike. There are several differences, how-



ever. Officers, for example, are assigned to duty stations directly by the Bureau while for enlisted men the Bureau generally acts in the capacity of a "wholesale distributor." While selection boards play a key

role in officer promotion, standings in servicewide examinations are the governing factors in enlisted promotions.

Three important branches, under B1, affect all officers: Distribution, Promotions and Performance.

The Distribution Branch controls the placement of officers throughout the Navy, both afloat and ashore. Here are the "rank detail" desks where career planning is worked out and assignments made. Also here are the various "placement" desks that assign personnel within such categories as "large combatant," "auxiliary," "small ship," "amphibious," "shore establishment" and "school staff" placement. They act upon recommendations of the rank detail desks in making the assignments.

The Performance Branch processes all disciplinary cases and separations. The Promotions Branch processes the promotion of officer personnel.

Here also are the Staff Corps and aviation liaison sections. Officers in these sections, working in conjunction with other bureaus, see to the placement of Staff Corps and aviation officers.

It would probably be safe to say that no other division of the Bureau has such an important effect on an EM's career as the *Enlisted Personnel Division—B2*. In the Performance Branch of this division are the activities that shape and direct the policies controlling promotions of EMs, both USN and USNR, through the various pay grades. They also handle discharges, favorable or otherwise. Here too, are handled the medical surveys and transfers to the Fleet Reserve.

Equally important are the activities within B2's Distribution Branch. They are no doubt ultimately responsible for your being where you are right now, where your past assignments have been and where your next assignment will be. Three of this branch's main sections are: detailing, school assignments and classification. Classification gives you your primary and secondary enlisted classification codes.

Assignment to schools (General Service, Aviation and Special) is handled by the School Assignments Branch. Not only does this section have charge of direct and indirect detail to school, it also details school instructors through its Instructor Duty List.

Largest section in the Enlisted Personnel Division (B2) is the detailing section. Detailing may be done either directly or indirectly. Examples of indirect detailing would include: large groups or "blocks" of ex-recruits being detailed to a Service Force commander for further assignment, or a group of men completing

a tour of duty ashore, or a group reenlisting at a Recruiting Station.

The detailing section orders men directly to duty in the central Navy Department and to activities under the Bureau's Shore Duty List. It assigns men to ships soon to be commissioned, to overseas embassies and missions and to humanitarian shore duty. A leading job of the section's head is to formulate the Navy's policy for enlisted distribution.

Administration of the transportation of naval personnel and their dependents is the job of the Bureau's *Personnel Transportation Division—B3*. In a way it acts as the "home office" for the passenger transportation administrators of each Naval District. It sets up routings for troop movements and obtains reservations and travel orders for Navymen and their dependents by land, sea and air, governmental or commercial.

*Medals & Awards* is the B4 division. Here are maintained the records of all awards, decorations, medals, ribbons, citations and letters of commendation. This includes the processing of citations determined by the Secretary of the Navy's Board of Decorations and Medals as well as by Fleet Commands delegated the authority to make certain awards. It also issues the directives governing these medals and awards. A continuing project of this outfit is checking the records for World War II and Korean veterans in determining eligibility for such awards as the PUC and NUC.

The job of processing transfers of Regular Navy Lists of the Navy and taking action on Retired career men, both officer and enlisted, to the Retired Reservists, belongs to the *Retirement Division* (Pers B5). It draws up, coordinates and administers the various policies and procedures governing retirements, both voluntary and involuntary. Physical disability retirements also come under this division.

While BuPers has a number of "field activities," none is so well known as the familiar Recruiting Station. All Recruiting Stations come under the *Recruiting Division* (B6). This division is charged with administering recruiting and procurement programs for all Navymen and women, both officer and enlisted, to the extent needed to keep the Navy at authorized strength. It selects and appoints officer candidates in the NROTC and ROC programs and aids in the procurement of Naval Aviation Cadets.

### EDUCATION AND TRAINING

Training being one of the Bureau's major functions, it is appropriate that it should be one of the largest BuPers' activities—centering in the *Training Division* (Pers C). This program is under an *Assistant Chief for Training and Education*. The huge training division itself is formed of 11 sections, many of which are as large as other entire divisions.

In its over-all role the *Training Division* coordinates and supports the Navy's program for training—basic, technical, specialized, advanced and post-graduate—of



all but two groups of Naval personnel. These two exceptions: medical and aviation.

The busy Standards and Curriculum Branch is charged with seeing that Navy instructors have the teaching skill and subject knowledge needed for the proper performance of their teaching job. It prepares or helps to prepare the various courses of study used by Recruit Training commands, BuPers schools, in Naval Reserve Training and NROTC programs.

The long list of Navy training manuals, enlisted and officer correspondence courses that you may be studying are the responsibility of this branch.

Training aids, training films, charts, mock-ups and other devices which play so important a role in Navy training—these also are made possible by this activity, working in cooperation with other offices of the Navy which may be concerned.

Off-duty educational opportunities are also provided for all Navymen. The Standards and Curriculum Branch facilitates participation in these opportunities. The Navy's USAFI program channels through this branch. Finally, the branch handles distribution of training aids and publications. It stocks and distributes training publications for the various training activities and distributes training aids, special devices and training films throughout the service.

Second of the Training Division's two branches is the Field Administration Branch, which sets up and administers formal naval schools and training programs. First there's the basic indoctrination and training as conducted at the Recruit Training and Naval Reserve training centers. Secondly, you have the elementary and advanced technical training conducted at the various service schools, "A," "B" and "C" schools, in addition to the functional training which is listed below. And third, there is special academy and college preparatory training for candidates for the Naval Academy and for the NROTC colleges.

Officer training is also handled by the Field Administration Branch, through planning and setting up the requirements for Bureau and field training activities. Though this task parallels somewhat that of the enlisted training program, it has the added role of providing for postgraduate and advanced education of naval officers. It is responsible for training in such areas as: postgraduate schools and courses, General Line Training program, Advanced Officer Training—such as the Naval War College.

Then there is the functional training program, which includes schools giving instruction in specialized functions that are not included in postgraduate or technical courses for officers or in rate training for EMs. Examples: guided missile, explosive ordnance disposal, harbor defense, salvage, mine warfare, fire fighting and underway training.

A newly formed Naval Reserve training section administers all phases of Naval Reserve training and coordinates this training with the other sections in the Training Division and with other bureaus and activities of the Navy Department. Included is the planning of two weeks' active duty for training ashore and afloat.

Requests for material, other than training aids and publications, are also handled by the Training Division. Included in the training activities which it services are all Regular Navy schools, 52 NROTC units, 322 Naval Reserve centers and many other schools.

Potential Officer Candidates will also be interested in the Training Division, since it is administratively responsible for training programs of the Naval Reserve Officers Training Corps, the Naval Aviation College Program, the Reserve Officer Program and the Officer Candidate School. Training plans of the naval science departments in 52 colleges and universities and the NACP students in some 100 colleges, are under the administrative supervision of the Training Division. Also within its jurisdiction are the training policies of the naval science departments of the U. S. Merchant Marine academies and state maritime colleges and academies. Summer cruise arrangements and assignment of new freshmen to the NROTC units round out this brief summary of BuPers' training responsibilities.

#### NAVAL RESERVE

Plans and coordination of personnel policies of the Navy's peacetime component and wartime teammate—The Naval Reserve—are the responsibility of the *Assistant Chief for Naval Reserve*. The importance of the Naval Reserve to the Navy is indicated by some World War II statistics — at the height of the fighting in that conflict nine out of every ten men and women in the Navy were Naval Reservists. The coordinating activity in BuPers on Naval Reserve personnel matters is the *Naval Reserve Division* (Pers D1).



But remember that the other divisions discussed here also deal with Reservists as well as with Regular Navy personnel. The Naval Reserve Division coordinates these various activities within the Bureau. All divisions perform the same functions for USN and USNR alike, and they administer Naval Reserve matters on an equal basis with those for the Regular Navy. Therefore such matters as Reserve recruitment, procurement, promotion, discipline, training, records, uniforms, awards and transfers—all these come under the divisions we have already mentioned, for all Regular Navy and Reserve personnel.

The *Naval Reserve Division* recommends plans and policy, and promulgates directives concerning the following:

- The Surface and Submarine Reserve—It coordinates the administration of drilling units in carefully selected localities throughout the United States.
- The Air Reserve—In this specialized field it maintains liaison with the Chief of Naval Operations and Chief of Naval Air Reserve Training.
- Special Reserve Programs—These include some 30-odd types of Reserve activities ranging from Supply to Civil Engineer Corps, public relations to industrial relations, plus medical, electronics, ordnance, research and composite units—to mention some of the many training units in this program of the Naval Reserve.

Procurement, maintenance and operation of Naval Reserve training facilities (except for aviation) is the mission of the division's Logistics Branch. It also maintains liaison with responsible activities of divisions of BuPers and the office of Naval Operations concerning



fiscal and property matters in connection with the Naval Reserve training program.

The Billet Control Branch sets up billets for Reservists on active duty in connection with the Naval Reserve Program. It also maintains liaison with other BuPers divisions concerned with complements and allowances and personnel control matters.

The Reports and Pay Branch maintains liaison with BuSandA regarding USNR clothing and pay.

The director of the Naval Reserve Division is also the senior member of the Inspection and Reviewing Board—through which the Bureau keeps abreast of the surface, submarine and certain other units. Boards set up by the Naval Districts inspect Reserve pay units, nominating the best organized units in each field to represent their district in a national competition.

## RECORDS

□ □

Many persons think of BuPers as a place where great heaps of records are kept. Well, to a limited extent, this is true, but they are kept well filed for ready access. Officers' records and enlisted service records are maintained here for every person in the Navy. They serve for BuPers administrative purposes. (In general, the "field" copies of both officers' records and enlisted service records are kept in the local personnel office for local administrative purposes. These accompany you upon transfer.) Other type records and reports (i.e., ships'

logs, personnel accounting reports and muster rolls) are also kept in the Bureau.

Three separate divisions, under the *Assistant Chief for Records*, form the "record-keeping component" of BuPers. First is the Personnel Accounting Division (Pers E1). Its Tabulated Records Branch operates the electric tabulating equipment used in the personnel accounting system mentioned earlier in this article. Information from "Tab Records" is furnished to other divisions in the Bureau for use in planning, fiscal and other personnel administrative functions.

The Personnel Allocation Plan Accounting Branch's main function is to receive and process tabulated reports from the field. This branch also contains the muster roll section. It is to this section that "personnel diaries" are sent monthly from ships and stations all over the world. If you are an enlisted person on active duty your name comes here at least once a quarter. The reports kept here are often used to make out an EM's "statement of service" and to verify entries already made in his service record.

A second "records" group is the *Officer and Miscellaneous Records Division* (Pers E2). A look at its four branches will give you an idea of its functions.

One is the Naval Academy Branch which processes nominations of candidates for admission, determines eligibility and authorizes mental and physical examinations. It also maintains service records of midshipmen and answers inquiries on USNA matters.

The Officer Records Branch, as its name indicates,

maintains officers' records (fitness report and selection board jackets) as well as the officers' administrative correspondence file.

The Officer Records Service Branch provides information from officers' records to authorized recipients. Other functions are to establish each officer's Pay Entry Base Date and to furnish various record services to active-duty, inactive-duty and ex-officers.

The Miscellaneous Records Branch develops policies and procedures for maintaining ships' logs and for identification of naval personnel. It maintains liaison with the State Department for passport matters that affect Navymen and their dependents; and with the FBI regarding fingerprint identification. It also maintains personnel identification files and ships' logs.

The *Enlisted Services and Records Division* (Pers E3) maintains EM's service records and receives most of the EM's correspondence to BuPers—for example:

Let's say you have three points you'd like to clear up: (1) a claim for dependency transportation, (2) an application for a good conduct medal and (3) a claim for destruction of a sea bag due to a barracks fire.

Your letter, sent through the chain of command, goes to one of six branches according to your last name. (i.e., "Adams, James J." would go to Branch One which handles "A through Colville.") Your jacket is pulled from the files of that branch, taken to a group of skilled examiners who draw up the answers to your questions and determine the validity of your claim. A letter of reply is drafted, typed up and sent to your duty station. Thus, you get your answers in short order.

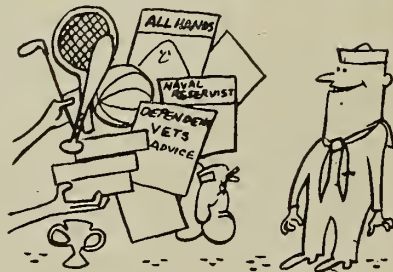
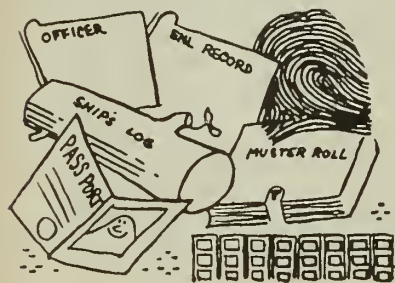
Correspondence of this type is but one job of the division. It also works with other divisions on discharges, advancements and discipline of Navy EMs and processes many other types of claims. Then too, it provides data from service records to government officials, as well as to you yourself. When you first entered the Navy you were no doubt told that a copy of your service record was kept in the Bureau. It is this *Enlisted Services and Records Division* that handles your record.

## SPECIAL SERVICES

Under the *Assistant Chief for Morale Services* are activities which have a close "personal touch" with the Navymen—both officer and enlisted. He is responsible for "special" services, not only to you, but to your dependents.

The *Special Services Division* (Pers G1) has as its job the mission of "increasing and sustaining high levels of morale and efficiency for naval personnel." Within this division are sections which deal with Navy-wide recreation and physical fitness programs (sports, hobby craft, service-wide photo contests, fleet motion pictures) and with the operation and administration of Officers' and CPOs' messes and EM clubs.

The Informational Services Branch of this division produces this copy of *ALL HANDS* as well as *The Naval Reservist* and *The Navy Chaplains Bulletin*.



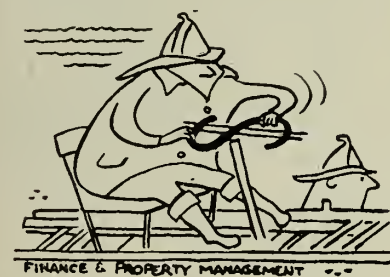
The Library Services Branch selects and acquires the books you read in Navy libraries both afloat and ashore.

Pers G2—*Personal Affairs Division* (not Personnel Affairs Division) is concerned with programs for personal aid to Navymen and their dependents. This division gives advice about insurance and veteran's benefits, processes casualty notifications, supervises the Navy's correctional system and maintains liaison with other agencies, both government and private, in matters of personal aid. The titles of the four units of its Dependents Aid Section indicate the personal touch: Scholarship Program, Red Cross Liaison, Overseas Living Conditions, Dependents Hospitalization.

A closer look at one of the Division's five branches reveals management control over the Navy's retraining commands and technical control over Navy and Marine brigades and Shore Patrol activities. Here are developed the policies governing commitment of all naval prisoners.

## FINANCE AND PROPERTY MANAGEMENT

The Assistant Chief for Finance and Property Management is responsible for developing, coordinating and administering the budgets for appropriated funds for the pay and allowances of all regular and reservist naval personnel and the activities under BuPers.



Under his direction, the Comptroller Division obtains the money needed by the Bureau from Congress, explaining and defending these needs to the Committees of Congress. The division then distributes this money

to the various parts of the Bureau—both in the field and in Washington. It establishes the rules about the way in which the money may be spent and for what purpose. It also makes studies to assure that the rules have been followed and that efficient, economical practices have been used.

The Shore Establishment Division, as its title indicates, looks after the maintenance and operation of the physical plant of the Bureau, both in the Washington, D. C. area and in the field. It looks after the procurement and distribution of all equipment required by Bureau programs.

This division's Development Branch provides facilities for the support of various BuPers programs and keeps records on the Bureau's "real estate" components.

## CHIEF OF CHAPLAINS

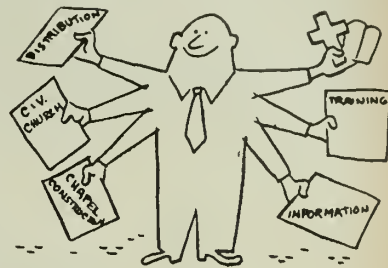
On the ground floor of BuPers you'll find the offices known as the *Chaplains Division* (Pers J), headquarters for the Chaplain Corps. It is headed by the *Chief of Chaplains*, a rear admiral—who, with his assistants, has the over-all mission of developing and executing policies governing the administration and functioning of the Chaplain Corps, and looking after the procurement, examination, training and distribution of chaplains as well as providing the ecclesiastical equipment needed for their ministry. He also maintains close liaison with church leaders and public officials for the carrying out of the mission of the Chaplain Corps.

This division's Personnel Branch administers and coordinates with other BuPers activities in the procure-

ment and distribution of officers for the Chaplain Corps.

The Logistics Branch develops and evaluates equipment and supplies necessary for the functioning of the Corps, coordinates the program of chapel construction and prepares the division budget requests.

The Training Branch forms up the standards and courses of study for training of newly-appointed Navy chaplains who have been ordered to active duty and conducts such training in accordance with established programs. This branch has cognizance of all matters pertaining to postgraduate training as it relates to the Corps and provides a continuing program of training courses for Reservist chaplains.



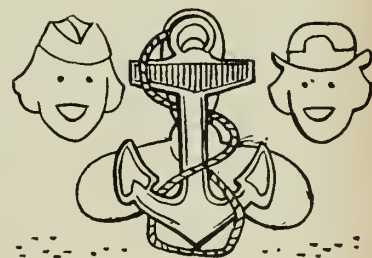
The Ecclesiastical Relations Branch is responsible for maintaining liaison with civilian religious groups and with Navy technical information offices.

## WAVES

The Assistant Chief for Women is the eighth Assistant Chief. The senior woman line officer of the Navy, she acts in an advisory capacity to the Chief of Naval Personnel on matters concerning women in the naval service (exclusive of the Navy Nurse Corps). She develops related policies and programs, and approves the assignment of women officers for billets concerned with the administration of women in the Navy.

In order to keep currently and realistically informed on matters concerning nearly 10,000 women in the Navy, the Assistant Chief for Women makes periodic inspections of activities where women of the Navy are assigned. She is particularly interested in recruiting and procurement, training, distribution, performance, morale, welfare, housing and public relations.

Promoting understanding and interest among civilian groups for the program for women of the Navy is a primary task of this Assistant Chief. This involves public appearances, dissemination of news and information



about the women of the Navy and close liaison with the representatives of the other women's services.

It can be seen that BuPers is organized somewhat like a ship. It has its "commanding officer" and "executive officer"—but also many "assistant execs." It has its sections, branches, divisions and larger components. One big difference is, however, that whereas a ship has only a couple of major missions, the Bureau has dozens. The over-all role of BuPers can be said in one breath: "The administration of Navy manpower."

It's a big order, though, any way you say it. Perhaps another way to put it is that "BuPers helps develop the right man for the right job and gets him to the right spot at the right time."



# TODAY'S NAVY



USS COUCAL (ASR 8), submarine rescue vessel, recently returned from tour of duty in Far East. Her primary job is underwater rescue and salvage work.

## Jet Built out of Salvage

A silver and blue F9F Panther jet is now operating over the skies of North Korea as part of Fighter Squadron 153 from the carrier *USS Princeton* (CVA 37). Nicknamed the "Blue Tailed Fly" because of its silver body and blue tail, the odd-colored jet was not always one airplane.

The "Blue Tailed Fly" had its beginning one afternoon when the jets from *Princeton* were flying a flak suppression mission over North Korea. As the flight dove into the target, it was met with a fierce barrage of enemy gunfire. One jet was hit in the tail while another received heavy damage to its nose.

Both damaged planes swerved off the attack and after perilous flights, during which both pilots had doubts they would make it, returned to the carrier. The planes were taken below decks; it looked as though neither plane would fly again since the structural damage appeared too serious.

However, *Princeton's* aircraft maintenance crew had other ideas. These men, whose job is keeping the carrier's planes in operating condition, are accustomed to improvising, modifying and manufacturing parts to keep aircraft in flying condition.

Working throughout the night, a

crew of metalsmiths, electricians and mechanics dismantled the undamaged sections of the two planes and joined them together. Although the two jets weren't even the same model of F9F, the repair crews managed to create the "Blue Tailed Fly."

Lieutenant (junior grade) Robert R. King flight-tested the fighter plane, checking to see if the "two-in-one" jet could withstand the structural strain this type aircraft must undergo. It could. The "Blue Tailed Fly" successfully completed 12 missions and is now back in the States for overhaul.

Through the ingenuity of the aircraft maintenance crew, one good airplane was made from what otherwise might have been a loss of both. The job represents a savings which is

estimated at half a million dollars to the taxpayer.

Credit for the job goes to the various crews in *Princeton's* maintenance gang. In charge of the repair crews were Jim Wade, AEC, USN; Norwood Hyatt, ADC, USN; Charles Tanner, AMC, USN; Stanley Janowski, ADC, USN; and Carl Maag, ADC, USN.

## Simulated Atomic Landings

Splashing ashore in LVTs, the first wave of the Third Marine Division amphibious assault troops hit the beach entrance to Aliso Canyon, Camp Pendleton, Calif., just 45 minutes after a simulated atomic bomb was dropped to spearhead the largest amphibious maneuver held on the West Coast since 1948.

Eight hundred helicopter-borne troops from the Second Battalion of the Third Marine assault troops led Operation "Sea Jump" to a snappy start while 115 ships, 30,000 naval personnel and countless amphibious landing craft backed them up with reinforcements and simulated supporting fire. The 'copter-borne troops, preceding ground forces by half an hour, had been deployed on the "aggressor's" right flank within 15 minutes after the simulated atomic bomb was dropped.

Wave after wave of support troops swept ashore in the bouncing LVTs. Once ashore the greatest opposition came from "aggressor" jet planes that were strafing the beach from 50 feet off the ground. However, in spite of this aerial assault, the beach was secured within half an hour after the operation began.

Operation Sea Jump demonstrated that the troop and cargo carrying

## YESTERDAY'S NAVY



First naval uniforms to be standardized were decided upon by the Marine Committee, 5 Sept 1776. Frigate *Constellation* launched, 7 Sept 1797. U. S. Naval Academy was returned to Annapolis, Md., September 1865.

## SEPTEMBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			



helicopter is a valuable addition to ship-to-shore amphibious operations. Waves of whirlybirds operating from the carrier *uss Sicily* (CVE 118), landed fresh combat troops both in front of and behind the beach defenders to bring the "battle" to a quick end.

The maneuvers also demonstrated how the possible use of atomic weapons will bring about new techniques for use in future amphibious operations.

## NATO's South Europe Defense

Sixth Fleet sailors in the Mediterranean are now hearing a new term applied to them—"Naval Striking and Support Force—Southern Europe."

The new NATO force is made up entirely of units of the U. S. Sixth Fleet and serves as the naval arm of NATO's Southern European defense forces under Admiral William M. Fechteler, USN, who assumes command as Commander-in-Chief, Allied Forces Southern Europe this month. (For a chart of the NATO structure in Europe, see ALL HANDS, September, 1952).



Admiral Fechteler

The new Striking Force takes over the duties of the former Commander, Allied Naval Forces, Southern Europe, a command which has ceased to exist.

Other NATO naval units in the Mediterranean, as well as shore and air installations and units, are included within another command, Allied Forces Mediterranean Command, headed by Admiral Lord Louis Mountbatten of the British Royal Navy. This Mediterranean Command is broadly responsible for the maintenance of all sea communications, including convoy escort work, and for anti-submarine warfare in the Med area.

As for the Sixth Fleet, its commander will continue to fly his flag in a Sixth Fleet flagship (at present, *uss Newport News*, CA 148). He will also have his own headquarters unit at Naples.

The Sixth Fleet, which includes fast heavy attack carriers, cruisers, destroyers and a variety of support ships, provides NATO's southern flank with a powerful, mobile weapon.

The Sixth Fleet, which includes fast heavy attack carriers, cruisers, destroyers and a variety of support ships, provides NATO's southern flank with a powerful, mobile weapon.

## New Joint Chiefs of Staff Take Office



Admiral Radford



General Ridgway



Admiral Carney



General Twining

A number of changes have taken place in the top command of the armed forces. Here is a summary:

• **Chairman of Joint Chiefs of Staff**—Admiral Arthur W. Radford, USN, until recently Commander-in-Chief, Pacific and U. S. Pacific Fleet, replaces General Omar Bradley, USA, who has retired.

Admiral Radford has been identified for forty-one of his fifty-seven years with the US Navy. Born in 1896 he entered the Naval Academy in 1912 and graduated in 1916. Four years later he was at the Naval Air Station, Pensacola, Fla., for flight training. A tour of duty in 1921 in the Navy Bureau of Aeronautics followed by tours of sea duty with aviation units has made him one of the Navy's best qualified airmen.

From the start of World War II until 1943, Admiral Radford was director of Aviation Training of the Bureau of Aeronautics. He then went to the Pacific where he won two Distinguished Service Medals as commander of several fast carrier task groups. In 1945, he was ordered to duty as Commander Fleet Air at Seattle, Wash. and later became Vice Chief of Naval Operations in 1948. In April 1949 he was named Commander in Chief Pacific and U.S. Pacific Fleet by President Truman with the rank of Admiral.

Here are the other new members of the Joint Chiefs of Staff:

• **Chief of Naval Operations**—Admiral Robert B. Carney, USN, formerly Commander in Chief of the Allied Forces in Southern Europe. He replaces Admiral William M. Fechteler, USN, who in turn succeeds to the NATO command.

From the time of his graduation from the Naval Academy in 1916, Admiral Carney successfully followed the path of sea duty interspersed by rotational tours of shore duty that carried him from ensign to vice admiral. In August of 1950

the President nominated him for promotion to admiral while serving as Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean.

Admiral Fechteler who assumed Admiral Carney's previous NATO command will have under him, as commander-in-chief of Southern Europe's allied forces, considerable planning for defense of the allied southern flank, commanding allied land and air forces in the area (see article in column one).

• **Army Chief of Staff**—General Matthew B. Ridgway, USA, who will succeed General J. Lawton Collins, USA, graduated from the US Military Academy in 1917 and was assigned to the Infantry. Following Pearl Harbor he was designated assistant commander of the 82nd Airborne Division. He later assumed command of this division. He led the 82nd through the Italian Campaign and parachuted into Normandy in 1944. Since the war he has held several top-level jobs, among them command of the Eighth Army in Korea and that of Supreme Commander, Allied Powers, Europe. General Alfred M. Gruenther will assume the duties of Supreme Allied Commander Europe.

General J. Lawton Collins has been appointed as U.S. Representative on the Military Committee and Standing Group of the North Atlantic Treaty Organization.

• **Air Force Chief of Staff**—General Nathan F. Twining, USAF, graduated from the U.S. Military Academy, Class of 1918. During World War II he was successively Chief of Staff of Army Air Forces, South Pacific, Commander 13th A.F. South Pacific and in 1943 in command 15th A.F. Italy. General Twining became Vice Chief of Staff in 1950, a position he occupied until his appointment as Chief of Staff, Air Force. He succeeds General Hoyt S. Vandenberg, USAF, who has retired.





WOUNDED by enemy shrapnel, stretcher-borne patient from USS *James E. Kyes* (DD 787) is carefully transferred to USS *Manchester* (CL 83) for surgery.

### Manchester Performs Surgery

A big ship is nice to have around—ask the destroyer USS *James E. Kyes* (DD 787). During the Korean fighting, *Kyes* had three crewmen seriously wounded by shrapnel in a battle with enemy guns in Wonsan harbor. The wounded men required immediate surgery. A small ship with a smaller sickbay, manned by one hospitalman, *Kyes* was unable to handle the operations.

So an urgent call to the cruiser USS *Manchester* (CL 83), which was then shelling Songjin 120 miles north, brought the big ship hurrying to a rendezvous. The wounded sailors were taken aboard by highline.

Once aboard *Manchester*, the men were operated on and given all the care to be found in a hospital ship. They expected to walk back aboard their old ship when they met again, thanks to *Manchester*.

### Endicott Caught the Train

USS *Endicott* (DMS 35) is one of the latest Navy ships to be initiated into the "Trainbusters" club in the Korean theater.

The destroyer minesweeper is believed to have set a record by severely damaging three trains within the short space of 90 minutes. The ship also claims to be the smallest vessel to accomplish the feat of knocking out an enemy train in the Far East action.

The first train was sighted at 1845 attempting to sneak through an open

stretch near the city of Tanchon. The ship's guns opened fire and stopped the train. Three large secondary explosions soon erupted, engulfing the locomotive in flames.

Thirty minutes later, a second train was sighted but slipped into a tunnel before the gunners could man their stations.

At 1930 the same evening, the third train appeared. *Endicott* gunners immediately opened fire and halted the train with well placed five-inch shells. Secondary explosions mushroomed up and a number of boxcars toppled from the rails.

When a fourth train was sighted 22 minutes later, the sailors were convinced that every North Korean train was attempting to pass through the city that night. The gun crews quickly trained their sights on the latest one and inflicted heavy damage on it with numerous direct hits. Toll to the Communists: three trains damaged in an hour and a half.

*Endicott* is now on her third tour of duty in Far Eastern waters. She was one of the first ships ordered to Korea after the outbreak of hostilities in 1950.

During a previous minesweeping operation at Wonsan, she rescued more than 100 officers and men from the Minesweepers USS *Pirate* (AM 275) and USS *Pledge* (AM 277), when the two sweeps hit enemy mines and sank. Even while rescue operations were underway, *Endicott* had continued to fire her main battery at the enemy shore positions.

### Rubber Drums Replace Steel

Something new in shipping containers has been evaluated by the Bureau of Ships and is now in production—drum-shaped, rubber containers. Soon to replace the familiar steel drums in certain cases, the rubber ones are made with piles of cord fabric and synthetic rubber molded into one piece.

The new drums are reinforced by one or more lifting cables, attached to "D" rings at both ends. Made with a cover of neoprene, they are resistant to weather and aging, and come with a variety of synthetic linings for different uses. Currently, the containers come in sizes of 55,600 and 2500 gallons.

The idea behind the development of these containers was to make a drum for shipping corrosive liquid chemicals. In addition, however, the new drum has a number of unusual features such as collapsibility, light weight and ruggedness.

Tests indicate that the drums are satisfactory for general use with petroleum fuels and are serviceable at minus 65 degrees Fahrenheit, although they lose much of their flexibility at minus 20.

From an operational standpoint, the greatest use of the drums should be in service where their weight and shock resistance can be put to best advantage—for example, air lifts, sea-to-shore landings, and for trucking and hauling purposes.

### Door Bell Alerts for Gun Crews

A solution to the sometimes vexing problem of communications in Korea has been found—at least to the satisfaction of TSgt Ray W. Malburg, USMC.

As an 81mm mortar platoon sergeant in the First Marine Division, Malburg had been running into difficulty maintaining contact with his gun crews. Looking over the situation, he wrote home requesting, believe it or not—three good, loud doorbells.

When they arrived, Malburg's knowledge of electricity resulted in a sure-fire method of keeping in touch with the bunkers in his position. He supplied each sleeping quarters with one of his bells and controlled them through a master control board in his fire direction center.

"Those bells startle the daylights out of anyone caught unawares," says Malburg, "...and they sure do the job of alerting my crews."

## Corpsman-Chaplain Combo

It's the "second time around" for a Navy chaplain now serving with the 1st Marine Division in Korea. His "first time around" was during World War II when he also served with a Marine Division—but as a hospital corpsman. The chaplain—and one-time third class pharmacist's mate—is Lieutenant (junior grade) Thomas A. Newman, Jr., USNR.

His World War II corpsman service was with the 3rd Marine Division in 1943-44. The "Third" at that time was slam-banging its way through the northern islands of the Solomons group.

As he was 10 years ago, Lieutenant Newman is still a "non-combatant." His battalion mates (2nd Battalion; 7th Marine Regiment) testify, however, that his actions during an assault are in the form of "very close support."

For example, take his activities during a front-line scrap. The occasion was when he joined the charge up Outpost "Vegas" alongside an assault force of Marines which regained the heights of the bitterly contested hill and held it.

Said the battalion commander: "Chaplain Newman's presence with Fox Company during the assault on Vegas was a wonderful inspiration to the Marines in the company."

An HM2 serving with Chaplain Newman's group said "He's No. 1 with the troops." Remembering the chaplain's World War II assignment as pharmacist's mate, he continued, "Here on the battlefield of Korea he has greatly helped me and the other corpsmen in attending the wounded."

Under the enemy's heavy mortar and artillery fire on Vegas, the chaplain had gone from man to man on the hill, giving a word of encouragement here, offering a helping hand there—and performing his ministry to all. The following morning, when Fox Company was relieved by another company, Chaplain Newman helped bring the stretcher cases back.

That same afternoon Easy Company occupied Vegas. Once again the chaplain was out with them, remaining there until early the next morning.

In the battalion commander's words: "The Chaplain organized a 15-man working party to search all the slopes for wounded and dead. "The next night he attempted to



JET 'BANSHEE'—member of 'Red Rippers' Squadron, climbs straight up over snow-covered Korean terrain.

go back to Vegas again, but one of my officers stopped him at a check point and told him he couldn't go. He hadn't had any sleep. As this officer turned his head for an instant to issue orders to Marines carrying supplies, the Chaplain slipped past. He was on his way back to Vegas." —TSgt. James Coleman, USMC.

## Plastic Tanks for Storage

The Bureau of Ships is experimenting with reinforced plastic tanks to use for fresh water and oil storage.

The experimental tanks, made of fiber glass reinforced with plastic, will be installed on five auxiliary motor minesweepers (AMSS 167-171) for tests.

In addition to being corrosion resisting and non-magnetic, the new tanks are from 30 to 40 per cent lighter than comparable metal tanks.

Capacity of the experimental installations range from 100 to 1687 gallons.

## Island Rescue

A light cruiser, four destroyers and carrier-based aircraft joined forces during the recent evacuation of wounded United Nations servicemen from a small island 3000 yards from enemy gun positions.

Despite intensive enemy fire at close range, no ships or planes were hit and there were no U.S. casualties suffered during the rescue.

The wounded—three U.S. Marines among them—had been stationed on the island, tiny Taedo, located on Korea's northeastern coast.

First ship to move in was *uss James C. Owens* (DD 776) which stationed itself near the island to perform the actual evacuation. *uss Henderson* (DD 785) took position nearby to cover the operation. As a result of the enemy's heavy fire, other ships also got into the act. They were *uss Gurke* (DD 783), *uss Epperson* (CL 83).

By the time it was all over, the ships had sent some 600 rounds shoreward. The bombardment combined with the strafing support of Task Force 77 aircraft, silenced the enemy batteries—J. P. Maas, JOSA, USNR.

## Skysweeper for Marines

The "Skysweeper," latest word in ground force antiaircraft weapons, is now being used by the Marines. First unit to be provided with the 75 millimeter automatic gun is the 1st 75MM Antiaircraft Automatic Artillery Training Battery, a part of the Force Troops at Camp Lejeune, N. C. Four "Skysweepers" form the battery.

Able to detect and track approaching aircraft up to a distance of 15 miles, the gun is capable of firing on and shooting down air targets at a distance of four miles. The gun's fast-action computer plays a key role in this operation.

Equipped as it is with radar, the gun can operate day and night in any weather, doing its job even when aircraft are hidden by a heavy cloud layer. The gun, developed by Army Ordnance, weighs 10 tons, is 25 feet long, eight feet wide and seven feet high.

It was late in World War II when developmental work was started on the new weapon. At that time the need was seen for a weapon to provide a defense against high-speed, medium-altitude aircraft.





VERSATILE 'Mighty Mite' plows through waters near Quantico, Va., Marine Base. Equipped with four pneumatic tubes, it doubles as amphibious 'vessel.'

### Thick-Skinned Bomb

Lieutenant (junior grade) Martin E. Hardy, USN, considers himself a very lucky fellow. And rightly so, after the hazards he overcame bringing his *Panther* jet back after it had been hit by enemy fire over North Korea.

A veteran pilot of the "Blue Knight" fighter squadron from the carrier *USS Valley Forge* (CVA 45), Hardy was flying an armed reconnaissance flight 20 miles north of Wonsan when his plane was hit by enemy antiaircraft fire.

As he headed out to sea to estimate the damage, his troubles began to pile up. His wingman, Ensign Bill Barnes, USN, joined him and reported several holes in the fuselage. Adding to Hardy's troubles was the fact that a 250-pound bomb on his wing rack had jammed and he was unable to drop it despite every procedure to be found in the books and, a few he thought of at the moment.

Then he felt the rudder and aileron controls stiffen. This meant the plane's hydraulic system had been damaged. He knew then that he would not be able to slow down enough to land on the carrier, so he began searching for an airstrip.

Finding one in friendly territory, Lieutenant Hardy skillfully set his plane down, knowing that a hard bump could cause the bomb to dislodge and explode. Then, as the plane touched down, a tire on his landing gear blew out, but the pilot managed to keep the plane under

control and finally brought it to a stop.

It was not until he was on the ground that he fully realized how lucky he'd been.

An ordnanceman at the airstrip pointed to the bomb on the wing of the jet, where a jagged hole marked the spot where flak had penetrated the bomb casing.

### 80 Times Round-the-World

Flying a distance equal to 80 times around the world and spending 10 years in the air to do it is quite a feat. Although Lieutenant Robert M. Hurt, USN, of the Military Air Transport Service wasn't in the air continuously, he has averaged three hours flying time a day since 1944, to log this 2,000,000-mile record.

Lieutenant Hurt logged his ten thousandth hour of flying time this March. He accumulated his many flying hours through duty as flying instructor and as a pilot in air transport squadrons.

From January 1944, when he was commissioned, to January 1949, he served as a flying instructor at NAS Corpus Christi, Texas, and NAS Pensacola, Fla. Since then he has been attached to VR-3 at Patuxent River, Md., and Navy-MATS VR-6 squadron at Westover AFB, Mass., flying the MATS run to Frankfurt, Germany. He is presently attached to the Chief Pilot Division of Operations Directorate Headquarters, MATS, Andrews Air Force Base, Md.

### Mighty Mite

A new jeep that is smaller, lighter and more flexible than the regular-type has been tested by the Marine Corps.

Called the "Mighty Mite," the new jeep looks like any other jeep except for its size. In spite of its short wheelbase, the Mighty Mite has a cruising speed of 50 mph.

One of the unique features of the new jeep is a locking device that assures power to any or all wheels only when they have traction. For example, one wheel can go completely "dead" and the other three will operate on their own power plus the added power that would have been used by the fourth wheel.

To demonstrate this feature, one of the Mighty Mites was driven around the proving grounds at Quantico, Va., on three wheels. The right rear wheel had been removed but the vehicle retained excellent balance even when traveling at brisk speeds.

Other features of the new jeep include:

An air-cooled, lighter-weight engine; a new steering mechanism that reduces driver fatigue and makes for safer driving by absorbing road shocks; two regular seats and two fender seats which can be converted to carry two litter patients; a 105mm recoilless rifle that can be mounted on it for use against enemy tanks; and ability to climb steep slopes.

The "Mighty Mite" is capable of deep-water fording. A kit has been developed for flotation that fits around the vehicle like a "giant inner tube" or "life preserver."

### Navymen's Photos Win Prizes

The Navy walked off with second and fifth prizes in black and white entries in the Fourth Interservice Photo Contest and took second place honors in the color transparencies. The trophy for the highest number of points in the contest went to the Air Force which took six of the ten prizes.

Navy winners in the black and white division were:

- John J. Krawczyk, FC1, USNR, second place for his photo titled "Anchor Detail."

- John Paradiso, LCDR, USN, fifth place for his photo titled "Nutteracker Suite."

- In the color transparencies Clifford H. Sinnett, LT, USNR, took second prize for his "Japanese Fisherman."



## Worcester's for Worcester

Navy men throughout the world are noted for their generosity and their willingness to aid anyone in distress. But the crewmen of the cruiser USS *Worcester* (CL 144) had a special interest when they learned that the city of Worcester, Mass., had been hit by a tornado.

The officers and men of the 14,700-ton cruiser expressed concern for the townspeople and requested an opportunity to help. To better express their sympathy, the crewmen of *Worcester* voluntarily contributed \$1005 to aid in the rehabilitation of the town.

A close relationship has existed between the city of Worcester and the cruiser by the same name ever since that ship was commissioned in June 1948. On almost every trip to Boston, the light cruiser has invited orphans, underprivileged children and others from the city of Worcester to come aboard for entertainment and refreshments. In return, Worcester folks have given parties and dances for the ship's crew.

## New Marine Utility Uniform

The U.S. Marine will be sporting a new utility uniform this fall. Among the features of the new dungarees are the following:

- A new utility cap designed for smartness. The visor is made of two plies of fabric with an interlining of cotton duck to eliminate distortion following laundering. Shrinkage has been reduced to a minimum and it will be issued in five sizes instead of the present three.

- A new utility shirt designed on a pattern similar to a civilian-type sport shirt, with convertible collar, long sleeves, button-type cuffs and a fly front. There are two breast pockets with pointed flaps and a large slip (map) pocket inside under the left breast pocket. The old-style metal buttons have been replaced with bone buttons in the same color as the shirt.

- New utility trousers similar to the present cotton khaki trousers with a button fly front, two side pockets, watch pocket and two rear patch pockets.

Since the new uniform will be available only in limited quantities, it will still be permissible to wear the old-style dungarees, until otherwise directed.



'IN FOR FORTY' — Michael Mrlik, MUC, USN, is congratulated by VADM Turner Joy, USN, as he reenlists after completing 36 years in the Navy.

## Navy Chief Musician Knew Sousa When —

Chief Musician Michael Mrlik just can't seem to get the Navy out of his system. After spending 36 years on active duty with the Navy, 35 of which have been with the Naval Academy Band, the chief recently shipped over for yet another four year hitch.

Chief Mrlik, born in Bohemia, came to the U.S. in 1906. He enlisted in the Navy during World War I with the rating of first class musician and served at the training station then at Pelham Bay, N. Y.

In August 1919, he was assigned to the Naval Academy Band. Although no longer an active instrumentalist, Chief Mrlik's job as Band Librarian makes him one of the most important members of the band. When new music comes in, Mrlik pens arrangements for each of the instruments in the 70-piece band.

A veritable music encyclopedia, you can ask him about any music — classical, popular or jazz — and he'll

tell you who composed it and more than likely will have a copy of it filed away somewhere.

Chief Mrlik says his interest in music began when he was a small boy. In his home in Bohemia, he was especially attracted by the marching music of the regimental bands which passed through the town. As a result, marching music has been his favorite through the years.

"One of the biggest thrills in my early days as a Navy musician," he recalls, "was to play under the baton of John Philip Sousa, who was then a Navy lieutenant commander." Sousa, leader of the Marine Corps Band from 1880 to 1892, penned such famous marches as "Stars and Stripes Forever" and "Royal Welsh Fusiliers."

The 62-year-old chief musician says that after his present four year hitch is up, he would like to go to college. And what is he going to study? You guessed it — music.

## New Addition to Whirlybirds

A two-fold role is scheduled for the HOK-1, latest addition to the Navy's helicopter family. In addition to being a general utility 'copter, it can easily be converted to an aerial ambulance. While playing the latter role, it can carry, along with the pilot, two

litter patients and an ambulatory patient or medical attendant.

The HOK-1, a twin, intermeshing rotor aircraft, uses a system of aerodynamic servo controls. Small "servo flaps" mounted on each rotor blade are actuated by the pilot to control the rotors.



# THE BULLETIN BOARD

## Navymen in POW, Missing Status To Be Given Equal Consideration For Promotion by New Directive

Promotion of officers and enlisted men in a prisoner-of-war or missing status is dealt with in a recently issued Department of Defense policy directive. The various military departments have been directed to implement to the maximum extent possible—consistent with law—a joint policy which provides that those in a POW or missing status will be given equal consideration in selection and promotion with contemporary officers and EMs.

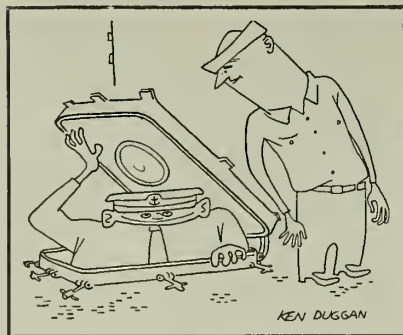
The fact that an enlisted man is in a POW or missing status will not deprive him of promotion to the next higher pay grade. On the contrary, he will be considered for promotion when he meets the time-in-grade and time-in-service requirements for the next higher pay grade.

All time served while in a POW or missing status counts for in-grade and in-service requirements. Those in this status will be promoted at the time such a promotion would normally occur if they were present for duty. No more than one promotion of this type will be effected during POW or missing status.

Another point of policy deals with promotion of EMs who have returned to U. S. Navy control. It concerns promotion to the pay grade "to which they presumably could have been advanced." Such a promotion will be considered as soon as the man is found fully qualified.

The time spent in a POW or missing status will "double back" for purposes of computing in-rate and in-service time requirements. For example, take a man who is promoted to PO2 while a POW and then spends three more years in a prison camp and is promoted to PO1 a month or so after his release. Two of those three years (one being "used up" for the PO2 to PO1 promotion) may be counted toward the time requirements for advancement to CPO.

Concerning commissioned and warrant officers, the directive states: "Their absent status shall not alone



"Yes, I just closed it, why chief?"

deprive them of opportunity for promotion above the grade in which last serving." It further states that these officers will be considered for promotion in a manner applicable to contemporary officers "unless otherwise prescribed by law."

In this last respect—there is a law dating back to 1864 which requires officers to pass physical examinations before they may be promoted. Consequently, the Navy Department is requesting legislation designed to ease the "physical exam before promotion" provision for officers in a POW or missing status.

### First Three POWs Promoted Under New Advancement Policy

The first Navymen to benefit by the policy of advancing personnel in a POW or missing status, were two hospital corpsmen and a Naval aviator. Thomas H. Waddill, HN, USN, and Thomas A. Scheddel, HN, USN, were promoted to HM3 and Ensign Marvin S. Broomhead, USNR, was promoted to lieutenant (JG).

Waddill and Scheddel were corpsmen attached to the First Marine Division in Korea. Waddill was reported as missing in action 26 March 1953, while Scheddel was reported missing in action on 7 Feb 1953.

Lieutenant (junior grade) Broomhead was forced to crash land his damaged aircraft behind enemy lines on 8 Feb 1952, and spent 15 months as a POW.

The three men were promoted when they returned to U. S. military custody on 24 April 1953.

## Clothing, Small Stores Prices Announced for Fiscal Year 1954; Your New Sea Bag Will Cost Less

The new prices enlisted men and women will pay for clothing and small stores items during fiscal year 1954 (ending 30 Jun 1954) became effective 1 July 1953, or on the date their station or ship officially received the new price list, whichever was later.

The monthly cash clothing maintenance allowances will not be changed during fiscal 1954, remaining at \$4.20 basic and \$6.00 standard. Male chief petty officers will continue to receive the \$300 special initial allowance, plus \$7.20 monthly maintenance allowance. Initial clothing allowances for men and women recruits have been somewhat reduced in line with the reduction in prices.

If you should buy a complete new seabag issue, such as received by men recruits, you would find the price lowered by \$1.75, from \$165.50 to \$163.75.

The largest single price reduction for men amounts to 75 cents on overcoats. The new price is \$24.25 instead of \$25. Dress blue jumpers are down from \$9.50 to \$9.05 and undress blue jumpers were upped a dime. Shoes, black or brown, low, are down 20 cents. Most changes amount to five and ten cents.

### New Training Courses For Navy Journalists

Navy journalists who have been waiting for a training course can now look forward to having something definite to study in preparation for the exams for advancement in rating.

The Navy Training Course, *Journalist 3 and 2*, NavPers 10294 is now available. This manual covers the qualifications required for advancement to J03 and J02.

The *Armed Forces Newspaper Editors' Guide*, NavPers 10293-A was printed in 1952. Both the training course and Armed Forces Newspaper Editors' Guide should be available to personnel from their Information and Education Officer, or their training officer.

## Processing of Claims of POWs Is Carried Out At Rate of 2500 Week

Claims filed by former prisoners of World War II with the War Claims Commission for compensation under Public Law 303 (82nd Congress) are being paid off at a rate of 2500 claims a week.

Public Law 303 is the law that amended the War Claims Act to provide additional compensation of \$1.50 per day for Americans held prisoner and subjected to "uncompensated forced labor" or "inhumane treatment" while held captive.

The claim forms for filing under this law were first released in August 1952. At that time, forms were mailed to the address on record at the Commission of every American POW who had previously filed a claim for the former "\$1.00 a day" POW benefit as provided by Public Law 896 (80th Congress). In addition, bulk shipments of the claim forms were mailed to state departments of Veterans Affairs, regional offices of the Veterans Administration, recognized veterans organizations and departments of the American Red Cross.

As a result of sending out so many of these claim forms, the War Claims Commission was swamped with thousands of claims in the return mail. Approximately one-third of the POW claims (about 45,000) were received by the Commission almost immediately after the forms were sent out and by late September, more than one-half of the 117,000 POW claims had been filed.

The Commission immediately went to work on the task of analyzing these claims. The claim number originally assigned under Public Law 896 was reassigned under Public Law 303 to facilitate filing of the new claim. However, it was decided by the Commission to authorize the payment of claims in order of the date received. Therefore the WCC claim number bears no relationship to the date upon which a claim will be settled.

By settling claims in the order they are received, the Commission has worked out a schedule of payments at the rate of 2500 claims a week. On this basis more than 72,000 were settled by 30 June 1953.

Although the deadline for filing a

claim (9 April 1953) has passed, processing of claims continues and it is probable that all will be settled by the close of the current calendar year.

## Regulations Established for Navymen Traveling in Drafts

Regulations concerning travel by Navymen in drafts on public carriers are covered in BuPers Instruction 1626.7.

The new directive cancels BuPers Circ. Ltr 34-49 on the subject. It gives instructions and sample orders, and specifies the required rank or rating of persons to be placed in charge of various sized drafts and their responsibilities. Personnel to be designated in charge of drafts as follows:

- More than 100 men — A commissioned officer is placed in charge, assisted by petty officers and hospitalmen.
- 50 to 100 men — A warrant officer or CPO is in charge assisted by PO and hospitalman.
- 25 to 50 men — Chief petty officer is in charge.
- 10 to 25 men — PO2 or higher in charge.
- Less than 10 men — A PO or other enlisted man is in charge.
- Air Travel — A member of the draft is in charge.

## What's the Toll Paid for Aircraft Using Turnpike?

Chief Aviation Pilot Robert W. Hardy, USN, has become the first pilot to use the 118-mile New Jersey Turnpike for a landing field.

Chief Hardy told State Troopers, who raced to the scene within minutes after he landed, that he was ferrying the helicopter to the Naval Air Station at Lakehurst, N. J. He was forced down by bad weather and landed on the 150-foot wide grass strip that runs down the center of the turnpike.

Since provisions had not been made for paying toll to aircraft using the turnpike, Chief Hardy wasn't required to pay for his brief use of the highway. When the weather improved, he climbed back into the 'copter, waved good-bye to wide-eyed motorists, and flew off.

## Ordering 'Whatzis' Simplified For Storekeepers After Taking Courses at San Diego, Newport

When a requisition comes through the Supply Department of a ship or station, the question usually asked by the storekeeper on duty is "How many?" But when the storekeeper working in a "Repair Parts Section" takes an order for material, he often has to ask "What is it?"

The storekeeper rating is listed under the "Clerical and Administrative" rating group. However, when an SK works in a Repair Parts Section, he often finds himself doubling as a technician. By the same token, electronics technicians and gunner's mates often spend a lot of time in the Supply Department storerooms identifying repair parts peculiar to their jobs.

To overcome this problem, the curriculum at the Class "A" Storekeeper Schools at San Diego, Calif., and Newport, R. I., has been extended from nine to 15 weeks. In the extra six weeks, students will receive training in "Repair Parts Supply" in addition to the normal nine weeks covering "General Stores," "Ship's Stores," "Clothing and Small Stores" and "Provisions."

In the past, the only formal training given in repair parts supply has been at the Class "C" Storekeeper School at Newport, R. I. This school will continue to function as a six-week course in "Repair Parts Identification," "Publications and Records" and "Reports Afloat."

The added training at the Class "A" schools will equip the storekeeper to do his job afloat by giving him a working knowledge of the appropriate repair parts publication.

Through actual use in the classroom, storekeepers will be taught the ins and outs of such supply manuals as the *Catalog of Navy Material*, *Master Cross Reference List*, *Master Cross Index* and *Electronic Material Cross Reference*.

The student is shown the value of placing correct and complete information on the initial requisition for repair parts. This not only reduces the time between request and receipt, but means less correspondence and fewer requisitions bouncing back for "more information."

Enlisted Waves at the schools receive the same instruction.



## Answers to Your Questions on Different Types of Leave

**W**HAT are the rules governing leave—advance leave, excess leave, emergency leave and reenlistment leave? What is the correct information on the forfeit and loss of leave when accumulated in excess of 60 days?

The number of questions like this received by ALL HANDS on leave and liberty indicates some confusion on the subject. The following discussion may help to clarify the subject.

The Navy authorizes COs to permit officers and enlisted personnel to take leave to which they are entitled in accordance with the Armed Forces Leave Act of 1946, *to the extent consistent with service requirements and other exigencies*. In other words, it's up to your commanding officer to authorize any leave you take. He in turn is governed by basic regulations contained in the *Bureau of Naval Personnel Manual*, plus the conditions that

exist at your activity at the time you put in for your leave.

One reader writes in asking if it is customary for commanding officers in overseas areas (the Korean theater excepted) to place restrictions on regular leave?

The Navy says: In the event a regular request for leave is not consistent with service requirements and other exigencies, a CO may curtail or restrict such leave until the current situation or work schedule which necessitates such curtailment is resolved. The authority for this is Part C, Chapter 6, *BuPers Manual*.

What about accumulating leave in excess of 60 days? Can you do it?

Here is BuPer's answer to that one: Earned leave may be in excess of 60 days *during the fiscal year* but must be reduced to 60 or below *by the beginning* of the next fiscal year, or by the time you are separated from the naval service. In other words, if you start off a fiscal

year (a “fiscal year” begins 1 July) with 60 days to your credit, you may accumulate additional leave credit during that year, but the total leave accumulated in excess of 60 days must be used before the end of that fiscal year (the following 30 June), or be forfeited.

If you are on a normal tour of shore duty and allow your leave credit to accumulate, you are liable to lose some of your leave if you are transferred to overseas duty and have more than 60 days credit. Your overseas billet may make it impossible for your new CO to grant leave because of the needs of the service or other exigencies.

If you are ending a tour of shore duty and expect to get sea duty orders soon, a maximum of 10 days leave may be written into your orders. This up-to-10-day's leave is authorized for enlisted personnel by Art C-6104 BuPers Manual. But you must request it. It's a good idea to take it if your total leave credit on the books is close to 60.

Will you receive pay for unused leave in excess of 60 days upon discharge?

The answer to that one is "No." The amount in excess of 60 days is forfeited upon separation and is lost. Neither is the payable in bonds or cash. Cash settlement for unused leave *up to 60 days* is payable in a lump sum at time of separation of both USN and USNR personnel.

Some Navymen confuse *advance leave* with *excess leave*. There's a difference. Advance leave is leave granted in advance of accrual. Advance leave cannot exceed the number of days that can be expected to be earned during the remaining period of obligated service.

Cases in which advance leave may be granted are:

- Not to exceed 30 days in connection with reenlistment leave and emergency leave, and up to 15 days in connection with annual leave. Reenlistment leave should normally be granted immediately following the date of enlistment or reenlistment if that is consistent with the needs of the service. The total of such leave cannot exceed 90 days.

Detailed instructions for granting reenlistment leave, including proceed time and travel time in carry-

## WHAT'S IN A NAME

*"Tredi"*

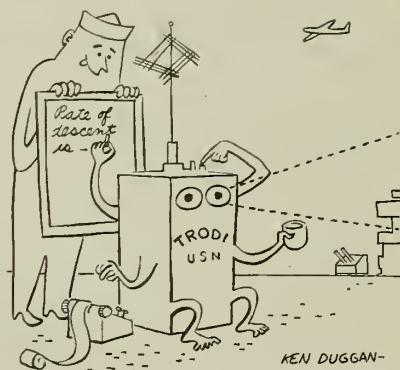
"Tradi" is an electrical-optical device that gives instant data on how fast an airplane "hits the deck." The instrument takes its name from the initial letters of the words that describe its function—"Touchdown Rate Of Descent Indicator."

Successfully tested aboard USS Midway (CVA 41) on the FJ-2 Fury jet and other Navy fighter planes, the new instrument recorded in a few landings results that would have required several days with the old photographic method.

Portable and easy to handle, the instrument measures the rate of descent of aircraft and helps engineers evaluate landing characteristics of airplanes controlled by automatic or manual systems. It also aids instructors teaching student pilots safe landing techniques.

All new Navy planes must be tested for rate of descent before they are placed in regular operation. Formerly, in carrier landings with an experimental plane, a pilot would not know, until the photographed data had been processed, if he had come in for a landing at the correct rate of descent. With Tredi's rapid "brain," the information is ready for the pilot as soon as he steps from the cockpit. The new device is accurate within 0.4 feet per second.

Tradi operates by sending out two parallel beams of light through which on op-



praaehing airplane must pass. The beams are thin vertically and wide harizantally. A mirror system on the incoming plone cuts the tap beam, reflecting the light bock to a photo-electric cell, which starts an electrical charge into a condenser. The descending airplane then cuts the second and lower beam, reflects it, and stops the charge going into the condenser.

The electrical charge stored during the interval between beams is quickly translated by Tradi from voltage to rate of descent in feet per second. The Tradi operator reports the progress of the descent to the landing signal officer and to the pilot.

ing out a permanent change of station orders, are contained in Art C-6303, *BuPers Manual*.

- Up to 30 days advance leave may be granted as *emergency leave*. Total emergency leave may not exceed 90 days, including a maximum of 30 days advance leave.

*Excess leave* as defined by *BuPers Manual* may be granted only by the Chief of Naval Personnel and then only under exceptional circumstances. Excess leave when granted is in addition to annual leave earned and advance leave taken. Excess leave is subject to checkage of pay and allowances. That means your pay is stopped until all the excess leave is repaid. For complete details on the subject of excess leave, see Article C-6205 and C6302, *BuPers Manual*.

- Recruits in training at Naval Training Centers may receive leave in advance of accrual. However, the amount of such advance leave is subject to BuPers directives issued from time to time. At present, the maximum is 14 days.

Some Reservists believe that when they return to active duty—voluntarily or involuntarily—they automatically receive 30 days leave. Not so. They are probably confusing leave with the policy of permitting Reservists at least a 30-day “grace period” before they report for active duty.

Such a grace period, of course, is without pay, since they are still in an inactive duty status. Once a reservist is on active duty, however, and a situation arises which warrants emergency leave, he may apply for advance leave just like anyone else.

“Several enlisted men who reenlisted on board my ship were not granted reenlistment leave for several months. Is it not correct,” asks one sailor, “that when a man reenlists he shall be granted his reenlistment leave within 90 days?”

The assumption that reenlistment leave must be taken within 90 days after reenlistment is incorrect. Although reenlistment leave should normally be taken at the time of reenlistment, it may be taken later but should commence on the earliest date practicable during the new enlistment.

Incidentally, if a member carries over 60 days’ earned leave from the previous enlistment, he may take up

to 90 days’ reenlistment leave (60 days earned leave plus 30 days advance leave).

*Liberty* and *leave* are sometimes confused too. Liberty is granted by COs for periods up to 48 hours and is never charged against leave credit. Another point: Liberty and leave cannot be granted together in order to extend the period of leave. However, as much as 72 hours’ liberty may be granted by commanding officers when the period includes a national holiday proclaimed by the President and upon other occasions when authorized by the Secretary of the Navy.

These are a few of the most common questions received by ALL HANDS concerning leave and liberty. There are others—maybe the one you have in mind right now wasn’t answered here.

If not, the place to look for the answer is Part C, Chapter 6 of *BuPers Manual*. It’s a big book but it has all the answers.

### New Correspondence Course For Hospital Corpsmen

A new Medical Department correspondence course, *Pharmacy and Materia Medica* (NavPers 10999), is now offered by the U. S. Naval Medical School. The course is designed primarily for the enlisted members of the Hospital Corps, on active and inactive duty.

It consists of eight assignments, using objective-type items. The course is evaluated at 24 points for purposes of Naval Reserve promotion and non-disability retirement.

Application for enrollment should be made on form NavPers 992, addressed via official channels to the Correspondence Training Division, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland.

### 2507 Warrant Officers, CWOs And Temporary Commissioned Officers Advance in WO Grades

BuPers has announced that 2507 warrant officers and commissioned warrant officers of the Regular Navy and Naval Reserve and temporary commissioned officers, USN, who hold permanent WO commissions, have been recommended for promotion to or advancement in commissioned warrant officer grades.

These promotions will be effected in increments according to seniority and as vacancies occur.

Here is a breakdown of the total:

- 1250 W-2 commissioned warrant officers, both USN and USNR, on active duty, recommended for promotion to W-3.

- 779 W-1 warrant officers, both USN and USNR, on active duty, recommended for promotion to W-2.

- 38 W-3 permanent commissioned warrant officers serving temporarily as ensigns or above in USN, recommended for promotion to W-4.

- 49 W-2 permanent commissioned warrant officers serving temporarily as ensigns or above in USN, recommended for promotion to W-3.

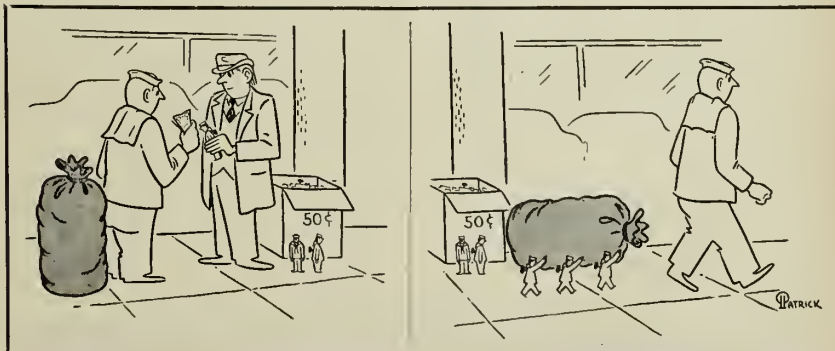
- 3 W-3 commissioned warrant officers of USN or USNR, on active duty recommended for promotion to W-4.

- 36 W-1 warrant officers of inactive Naval Reserve, recommended for promotion to commissioned warrant officer, W-2.

- 348 W-2 commissioned warrant officers of inactive Naval Reserve, recommended for promotion to W-3.

- 4 W-3 commissioned warrant officers of inactive Naval Reserve, recommended for promotion to W-4.

Inactive Naval Reserve officers considered and selected were those who have maintained a “participating status” in Naval Reserve inactive duty training.





# Here's Report on Service Obligation of Men on Active Duty

If you're like many Navymen, you may have become unduly alarmed about your future because of loose talk you've heard about the "new" Reserve Act. Judging from many of the letters received by ALL HANDS, much of the scuttlebutt you've heard is all wrong. Here's the word for Regulars and Reservists on active duty.

First of all, you should realize that the Armed Forces Reserve Act of 1952 (AFRA) is only a part of the picture. Chances are, you've already come in contact with the other portion—the Universal Military Training and Service Act (UMT&SA).

UMT&SA is the nation's draft law, passed by Congress and approved by the President. Selective Service is responsible for the administration of many of its provisions. It is because of this law that you are liable for service on active duty with one of the armed forces when you reach the age of 18½.

However, for purposes of this dis-

cussion, UMT&SA is important because it required every male under 26 years of age who initially entered one of the armed services AFTER 19 June 1951 to assume an eight-year military service obligation. No distinction is made between Reserve or Regular in this respect, nor whether you enlisted, were inducted or appointed.

Note that date—19 June 1951. It's important to you because it determines the extent of your military obligation. If you are a Reservist and entered the Navy or any of the other armed forces BEFORE 19 June 1951 you need read no further. Barring a war or national emergency declared by Congress, your obligation ends with the expiration of your current enlistment, as extended.

If you enlisted in the Regular Navy before that date and are serving your normal enlistment on active duty you, too, will have no further military obligation at the end of your enlistment, as extended.

The situation is different if you are USN and served less than three years on active duty between 23 June 1948 and 19 June 1951. Chances are, you were released (not discharged) from active duty for reasons of dependency or hardship, or were discharged from your enlisted status in order to enter certain officer candidate programs. In either event, you will be required to serve an additional period of five years in the Naval Reserve. It is not necessary to associate with an accredited training program but your five-year obligation will be reduced in length if you do so.

If you entered military service for the first time AFTER 19 June 1951, either as a Regular or as a Reservist, you have an eight-year military obligation. It can be fulfilled by service in the Regular Navy or the Naval Reserve, or a combination of both. This means unless you're planning on at least eight years of active duty, you can anticipate a hitch in the Naval Reserve.

You'll notice UMT&SA has said *who* must serve eight years. AFRA tells *how* it may be served.

That's a very brief outline of the situation. It isn't the whole story, of course. Here are some of the questions and answers about the Armed Forces Reserve Act and related subjects that ALL HANDS has found to be of greatest interest to Navymen:

• I've heard a lot of talk about the Ready and Standby Reserve. What's the difference?

All Reservists are now placed in one of three broad categories—Ready, Standby and Retired. These designations are used primarily to indicate their vulnerability for recall to active duty.

If you're a Ready Reservist, you'll be liable to mobilization: 1) When the President proclaims a national emergency; 2) When Congress declares a national emergency or war; or 3) When otherwise authorized by law.

As a member of the Standby Reserve, you will be less liable for recall to active duty. A Standby Reservist may be mobilized only when Congress declares a national emergency or war, or when otherwise authorized by law.

If you're placed in the Retired

## WAY BACK WHEN

### Cheers

In the early days of the American Navy, cheering was a generally accepted personal honor. Here is one set of instructions printed in 1824 giving directions for standing by to salute or cheer when necessary:

"In manning the rigging for cheering, the people should be chosen for their size, to stand together or on the same ratlines, observing the space of two or three ratlines between each. The men should be dressed alike. The morines of the same time should be drawn up on the gangway without their arms. After the three cheers have been given, if the Commodore returns the same number, it must be answered by one; if he returns but one no further notice is to be taken, and the people called down."

Cheers were also given when distinguished passengers left the ship and for changes of command. When advance notice could be had of the visit of a distinguished personage, on his passing close aboard all hands were ordered to "clean themselves." Then at the words "lay aloft," all hands would jump to the rigging and cluster on the topmost cross-trees and the top-gallant mosthead. On the second command, "Lay out upon the yards," the men would spread out each way, supporting themselves by means of life lines fastened to the lifts and masts. At the order



from the deck to "Cheer," the men took off their hats and waved them during the three cheers.

Checking back through early editions of Navy Regs shows that cheering was prohibited as far back as 1865. At that time Article 105 stated: "Cheers shall never be given to any officer or man, on joining a vessel of the Navy, or while attached to, or being detached from her." Since that time cheering has gradually disappeared as a custom. Today, it is not mentioned in Navy Regs.

Reserve, you'll have the same mobilization liability as a man in the Standby and may be recalled to active duty under the same conditions if qualified.

• *Suppose I don't want to be a Reservist?*

That's too bad. If, for any reasons of your own, you object to the idea of belonging to the Naval Reserve, you can stay on active duty in the Regular Navy for eight years if you wish. In any event, the law says if you entered the armed forces for the first time after 19 June 1951 and were under 26 years of age at that time, you've got eight years military obligation.

If you're concerned that membership in the Naval Reserve will conflict with your personal affairs, you are worrying needlessly. Active participation in Naval Reserve drilling units is strictly voluntary. However, such participation will afford opportunities for further training and advancement. Active participation in pay units (formerly known as the Organized Reserve) however, usually requires only 48 drill periods per year, plus two weeks active duty for training. Membership in a non-pay unit (formerly known as Volunteer Reserve) usually means 24 drill periods per year with no annual training duty required.

• *I will soon be released after four years of active duty. In what category will I be placed?*

You will be automatically assigned to the Ready Reserve status. You'll receive a notice to that effect.

• *I'm a Reservist. Recently I've noticed the letter "R" after the abbreviation USNR on official correspondence. What does that mean?*

It means that you're in the Ready Reserve. Most of the provisions of the Armed Forces Reserve Act went into effect on 1 Jan 1953. At that time, Reserve designations such as O, O2, V1, V2, V6, etc., were discontinued and in their place the following classifications were adopted for both officers and enlisted personnel:

- USNR-R Ready Reservist (active status)
- USNR-EV Ready Reservist (active status)
- USNR-S1 Standby Reservist (active status)
- USNR-S2 Standby Reservist (inactive status)

USNR-Ret Retired Reservist (retired status)

• *How do I qualify for the Standby Reserve?*

To qualify, you must have:

- 1) Served on active duty in the armed forces for not less than five years; or
- 2) Served on active duty in one of the armed forces for not less than 12 months between 7 Dec 1941 and 2 Sept 1945 and for an additional period of not less than 12 months after 25 June 1950; or
- 3) Served as a member of one or more Reserve components for not less than eight years after 2 Sept 1945; or
- 4) Served on active duty for less

than five years and satisfactorily participated in an accredited Reserve training program for a period which, when added to the period of active duty, totals at least five years.

As transfer is not automatic, you'll have to submit a request for such a move. If qualified, and you're an enlisted man, ask the command that holds your records for NavPers Form 3093. If you're an officer, ask for NavPers 3092.

• *I understand that transfer to the Standby Reserve means that I won't have to attend Reserve meetings or participate in drills. Is this correct?*

IT IS NOT. Get this straight: Placement in the Ready or Standby

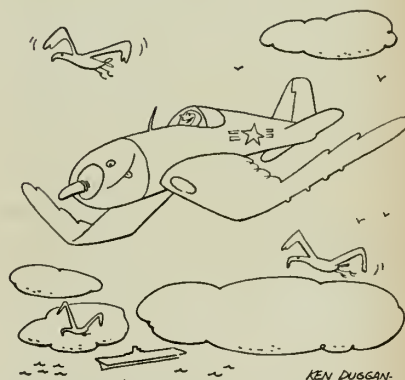
## Navy's F4U Corsair is Still First-line Combat Plane

The delivery of the last F4U Corsair to the Navy this year points up a great era in military aviation — the era of the propeller-driven fighter. The Corsair, world's fastest fighter when it first flew in 1940, has remained a first-line military aircraft longer than any plane in history.

The combat days of the historic "bent-wing" plane are not over, however. Although it has been replaced by jets as a high-altitude fighter, the Corsair still rates high as an effective, first-line combat aircraft in Korea. Able to carry an armament load greater than jets, and to stay on target far longer, the F4U is a practical and potent weapon. One even shot down a Russian MIG-15.

In its 15-year span from the drawing board to the present, the Corsair has notched a variety of firsts. An F4U was the first fighter to top 400 mph in level flight with full military equipment; the first plane to house a 2000 h.p. engine; and the first to outperform the swift Japanese "Zero."

The U.S. Marines were the first to take Corsairs into action. From 13 Feb 1943, when Marine Fighter Squadron 124 took the Corsairs into combat at Guadalcanal until the Japanese surrender, F4Us flew 64,000 sorties. By VJ-Day, F4U pilots had shot down 2140 enemy planes in aerial combat and lost only 189 of their own — a ratio of better than 11 to one. No doubt this high score attributed to the nickname given the Corsair by the Japanese — "whistling death."



A large number of Corsair variants evolved during the fighting from Guadalcanal to Okinawa. Included were a clipped wing version, the F4U-1B, the cannon-packing F4U-1C, the bomb-carrying F4U-1D, and the F4U-1P photo plane. A night fighter, the F4U-2 had also been added to the series. F4U-2s carried out strikes from the aircraft carriers *Essex*, *Hornet* and *Intrepid*.

These earlier variants were followed by the F4U-4, F4U-5, F4U-5N, and F4U-5NL (a winterized version inspired by the frigid Korean air war). The last model built for the Navy was the AU-1, a low-altitude attack version that reached the Korean front last summer.

The newest F4U, the F4U-7, is now being used by the French Navy. It is a high-altitude fighter. Thus, in this final production model, the Corsair completes the cycle: From fighter to dive-bomber, to fighter-bomber, to attack plane and back to fighter.



categories has no relation to the extent of participation in Reserve activities required of you.

If, for example, you are placed in the Ready Reserve in the active status pool (i.e., not participating in a drilling unit—equivalent to what was formerly known as the Volunteer Reserve), this action does NOT mean that you must attend drills or participate in annual training duty.

On the other hand, if you're placed in a drill pay status IN A PAY UNIT and your request for transfer to the Standby Reserve is granted, you will still be required to attend drills and participate in annual training duty so long as you voluntarily remain a member of such a unit.

Thus, placement in Ready or Standby Reserve determines your vulnerability for recall to active duty; placement in a drilling unit, either in pay or non-pay status, determines the amount of participation required whether Standby or Ready. Membership in a drilling unit while highly advantageous to both the Navy and to you, is not compulsory; it can only be accomplished at your request.

• *If I belong to a pay unit and maintain the skills I learned in the Navy, won't I be more liable to be recalled to active duty than if I do not participate?*

No. In the first place, any future recall will be based upon membership in the Ready or Standby Reserve. Furthermore, it is the present policy of the Navy Department that all Naval Reservists who were separated from active military service (other than active duty for training or temporary active duty) as Regulars or Reserves since 25 June 1950 will not be ordered involuntarily to active duty during the present emergency.

In this connection, it might be well to remember that, if a war or

national emergency is declared in the future by Congress, any Reservist can be ordered to active duty until six months after the war or emergency ends. This is not a new provision. Even Retired Reservists can be ordered to active duty under such circumstances.

• *Will my rating have any influence on possibilities for future recall?*

Probably. As in the past, orders to active duty are and will be based upon the needs of the service. Assume, for example, that you're an ET3 in the Standby Reserve at the time Congress declares a state of emergency or war. After all of the ET3s in the Ready Reserve have been called to active duty, you will then be vulnerable even though some other ratings in the Ready Reserve have not yet been ordered to active duty.

• *I'm a USNEV. What effect does the Reserve Act have on me?*

If you entered between 24 June 1948 and 19 June 1951, both dates inclusive, and have served one year on active duty, you must serve an additional six years in the Naval Reserve. Incidentally, when you're in the Reserve, you're no longer a USNEV. You're a USNREV.

• *As a USNREV, must I actively participate in the Reserve program?*

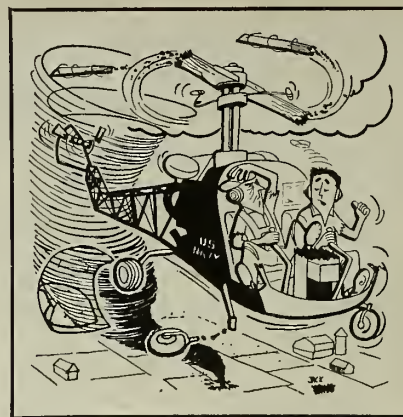
Unless you have completed 12 months or more of active duty after your transfer to the Naval Reserve, you are required to associate with an accredited training program if one is available and will not result in undue hardship to you.

• *What effect does the Reserve Act have on the length of active duty I must serve?*

None. At present, the release schedule for Regular Navy and Naval Reserve enlisted personnel from active duty is contained in BuPers Inst. 1910.5A, 19 Mar 1953.

In brief, this provides that non-veteran enlisted Reservists who were not receiving drill pay when ordered to active duty and who reported before 0001, 1 July 1953, must serve 22 months on active duty. Enlisted non-veterans who were receiving drill pay when ordered to active duty, as well as those Reservists who were not receiving drill pay when ordered to active duty and who reported after 0001, 1 July 1953, must serve 24 months on active duty.

Regular Navy enlisted personnel



"You win. It wasn't just a rain cloud."

must serve the term of their enlistment, as extended.

Details may be found in ALL HANDS, June 1953, page 50.

• *I'm a Reservist and expect to be released from active duty after serving 22 months. Am I liable for induction by Selective Service?*

Again, this is not determined by the Reserve Act. You will not be subject to induction during the present emergency because the UMT&SA has provided that "each person... shall serve an active duty for a period of 24 consecutive months UNLESS sooner released, transferred or discharged in accordance with procedures established by the Secretary of Defense..." This includes you.

## EMs and Officers Enroll in Correspondence Courses

A recent tabulation reveals that there are 162,001 officers and men from the various services enrolled in Navy correspondence courses.

This figure includes 51,780 enrolled in officer correspondence courses and 110,221 enrolled in enlisted correspondence courses.

Broken down according to administering activity, the courses are distributed as follows:

Naval Correspondence Course Center, Brooklyn, N. Y...		158,490
Naval Submarine School, New London, Conn....		144
BuMed (Dental) & Naval Medical School, Washington, D. C. ....		1,392
Naval Intelligence School, Washington, D. C. ....		706
Naval War College, Newport, R. I. ....		1,269



"Soy 'please'!"  
—H. S. Geisenheimer, ENS, USNR

## Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the U.S. Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in June.

Films distributed under the Fleet Motion picture plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under the plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*I Love Melvin* (1192) (T): Comedy; Donald O'Connor, Debbie Reynolds.

*Desert Rats* (1193): War Drama; Robert Newton.

*Rebel City* (1194): Crime Drama; Bill Elliott, Marjorie Lord.

*Off Limits* (1195): Comedy, Bob Hope, Mickey Rooney.

*Farmer Takes a Wife* (1196) (T): Romantic Drama; Betty Grable, Dale Robertson.

*Small Town Girl* (1197): Musical; Jane Powell, Farley Granger.

*The Glass Wall* (1198): Drama; Vittorio Gassman, Gloria Grahame.

*The Blue Gardenia* (1199): Murder Mystery; Anne Baxter, Richard Conte.

*The Juggler* (1200): Melodrama; Kirk Douglas, Milly Vitale.

*Remains to be Seen* (1201): Mystery-Comedy; June Allison, Van Johnson.

*Salome* (1202) (T): Drama; Rita Hayworth, Stewart Granger.

*The Glory Brigade* (1203): War Drama; Victor Mature, Alexander Scourby.

*Count the Hours* (1204): Melodrama; Teresa Wright, MacDonald Carey.

*The Naked Spur* (1205) (T): Western Melodrama; James Stewart, Robert Ryan.

*It Happens Every Thursday*

## HOW DID IT START

### Good Conduct Medal

The award of the Good Conduct Medal, as we know it today, began in 1888. But the award really had its beginning 23 years earlier under another name, "the honorable discharge badge."

In those days, petty officers and persons of lower rates, who received an honorable discharge, were authorized to wear a fouled anchor on the left sleeve of their jacket. This badge certified that the man had served his enlistment with "fidelity, zeal and abedience." For each additional honorable discharge, a star was added to the badge.

Then in February 1870, an award called the Good Conduct Medal was issued. This medal also acknowledged the service of honorably discharged men and those who were discharged with a Continuous Service Certificate and who were recommended by their commanding officers. The medal consisted of a nickel Maltese Cross bearing the words "fidelity, zeal and obedience" in the center and the recipient's name engraved on the back. The cross was suspended by a red, white and blue ribbon.

In August 1888, these medals were called in and cancelled. The present medal was then adapted and issued subsequently.

Various changes have been made from time to time regarding requirements for the medal and privileges accorded to its holder. By an Executive Order in 1902, pay for each Good Conduct Award was granted at the rate of 75 cents per month. This was increased to 82½ cents per month in



KEN DUGGAN.

1908, but was later discontinued by an act of 10 June 1922.

Good Conduct Medals and Clasps are issued by the Chief of Naval Personnel. The medal is issued as the first award. Following awards are issued in the form of clasps, worn on the suspension ribbon of the medal. A bronze star is worn on the ribbon of the medal for each clasp awarded, and a silver star is worn in lieu of five bronze stars.

Service requirements for the Good Conduct Medal, for service ending on or after 15 Sept 1945, are three years of continuous active duty in the Navy and/or Naval Reserve. Four consecutive awards qualify an enlisted man to wear gold lace service stripes on his blue uniform in place of the scarlet "hashmarks."

(1206): Comedy Drama; Loretta Young, John Forsythe.

*Call Me Madam* (1207) (T): Musical Comedy; Ethel Merman, Donald O'Connor.

*Fast Company* (1208): Melodrama; Howard Keel, Polly Bergen.

*Column South* (1209): Adventure; Audy Murphy, Joan Evans.

*Scared Stiff* (1210): Comedy; Dean Martin, Jerry Lewis.

*Down Among the Sheltering Palms* (1211) (T): Musical; William Lundigan, Mitzi Gaynor.

*Story of Three Loves* (1212) (T): Romantic Tales; Kirk Douglas, Pier Angeli.

*Desert Legion* (1213) (T): Adventure; Alan Ladd, Arlene Dahl.

*Invaders From Mars* (1214): Suspense Drama; Jimmy Hunt, Helena Carter.

*Francis Covers the Big Town* (1215): Comedy; Donald O'Connor, Yvette Dugay.

### Increased Point Credit for 'Nucleonics for the Navy'

Naval Reserve officers who complete the eight-assignment officer correspondence course in "Nucleonics for the Navy" (NavPers 10901) will receive eight more points than originally announced for the course. The Naval Reserve retirement and promotion credit for completion of the course has been increased from 16 to 24 points.

The increases in points is retroactive to the time when the course was issued in October last year. However, Reservists who completed the course prior to 1 June 1953 must apply for the additional credit by letter to the Correspondence Course Center. In addition, officers who disenrolled from the course prior to 1 June 1953 after having satisfactorily completed four assignments will be granted 12 points credit on application to the Center.



# Summary of Changes Made in Sea Shore Rotation Program

Several changes have been made in the Navy's sea/shore rotation program for enlisted personnel.

The changes as announced in BuPers Inst. 1306.20A (15 Jun 1953), provide a new policy for requests from SN/SA, FN/FA, AN/AA and CN/CP for placement on the Shore Duty Eligibility List (SDEL). Requests for shore duty from personnel of these rates are not now authorized until they become designated strikers or third class petty officers and they have served the sea duty time required for their rating. The new Instruction cancels BuPers Inst. 1306.20.

The new directive also defines the terms of "date of commencing sea duty" and "date of commencing shore duty." Sea duty commences on the date of detachment from a permanent duty station ashore. However, if

upon detachment from a permanent duty station a man receives orders assigning him to *temporary duty* ashore in excess of three months, that additional period of shore duty will be counted as a continuation of his shore duty. In such cases the date of commencing sea duty will be the actual date the man is finally detached from temporary duty ashore.

Shore duty commences on the date of first reporting for duty ashore in the Continental U.S. "Duty," as defined in Art. C-5305(1) BuPers Manual, includes temporary duty but not temporary *additional* duty. Therefore, the commencement of shore duty may be prior to the time of reporting to the ultimate shore assignment.

All requests for BuPers controlled shore duty must be submitted on the *Shore Duty Request* card form (Nav-

Pers 2416 Rev 5-51) and forwarded to BuPers (Attn: B-211k), via the commanding officer.

The *Shore Duty Request* card form provides for the listing of the man's *three* choices for shore duty. Choices of duty should be indicated as one of the naval districts, or PRNC, SRNC, CNATRA or CNATE and the preferred locality within that naval district or command.

In filling out the request card it is not necessary to indicate a second or third choice if duty is desired in *only one locality*. However, if a second choice is desired, it should be other than the one given as first choice. Optional choice of "Anywhere in the U.S." may be given as a first, second or third choice, but this is not mandatory.

The *Shore Duty Request* card contains a space on the bottom of

## SEA-SERVICE REQUIREMENTS FOR PLACEMENT ON THE SHORE DUTY ELIGIBILITY LIST (in months)

Rating	Pay Grade					Rating	Pay Grade				
	E-7	E-6	E-5	E-4	Designated Strikers		E-7	E-6	E-5	E-4	Designated Strikers
BM	36	36	36	36	36	DC	36	36	36	36	36
QM	48	48	36	36	36	PM	48	48	36	36	36
RD	18	24	24	24	24	ML	48	48	36	36	36
SO	18	24	24	24	24	SV	24	24	24	24	24
TM	48	48	36	36	36	CE	24	24	24	24	24
GM	48	48	36	36	36	CD	24	24	24	24	24
FT/FC	18	18	36	36	36	CM	24	24	24	24	24
MN	18	24	24	24	24	BU	24	24	24	24	24
ET	18	18	24	24	24	SW	24	24	24	24	24
IM	48	48	36	36	36	UT	24	24	24	24	24
OM	48	48	36	36	36	AD	24	24	24	24	24
TE	18	18	24	24	24	AT	24	24	24	24	24
RM	24	24	24	24	24	AL	24	24	24	24	24
CT	18	18	18	18	18	AO	24	24	24	24	24
YN	18	18	24	24	24	AC	18	18	18	18	18
PN	18	18	24	24	24	A8	24	24	24	24	24
SK	24	24	24	24	24	AE	24	24	24	24	24
DK	18	18	24	24	24	AM	24	24	24	24	24
CS	24	24	24	24	24	PR	24	24	24	24	24
SH	24	48	48	48	48	AG	24	24	24	24	24
JO	24	24	24	24	24	TD	18	18	18	18	18
PI	24	24	24	24	24	AK	24	24	24	24	24
LI	24	24	24	24	24	AF/PH	24	24	24	24	24
DM	24	24	24	24	24	HM/DT	21	21	21	21	HN/HA, DN/DA 21 TN/TA 24
MU	24	24	24	24	24						
MM	48	48	48	48	48	SD	36	36	36	36	
EN	48	48	36	36	36						
MR	48	48	36	36	36						
BT	48	48	48	48	48						
EM	48	48	36	36	36						
IC	48	48	36	36	36						
ME	48	48	36	36	36						
FP	48	48	36	36	36						

Requests from SN/SA, FN/FA, AN/AA, and CN/CP are not authorized as these personnel may, in general, expect to remain on second duty until qualified to submit requests in accordance with the table above.

Requests from SN/SA, FN/FA, AN/AA, and CN/CP are not authorized as these personnel may, in general, expect to remain on sea duty until qualified to submit requests in accordance with the table above.

The requirements above are for eligibility to submit a request for placement on the Shore Duty Eligibility List and should not be interpreted as defining a tour of sea duty. It is emphasized that the Shore Duty Eligibility List is a "waiting list" for shore duty.

the front of the card *below the double line* which may be used to indicate the naval school or training course, if any, for which the man is recommended and is in all respects qualified. The word "volunteer" or "non-volunteer" should be listed after naming the school or course entered in this space. If the man is not considered qualified nor recommended for a school or choice, the forwarding command will enter a statement to that effect in the space below the double line on front of the card.

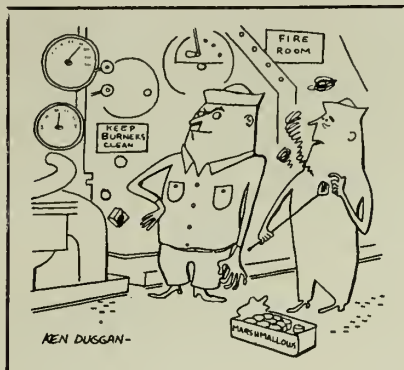
Another important requirement of the new directive is that personnel who have been placed on the SDEL must notify BuPers (Attn: Pers B-211k) of a change in permanent duty station, change of rate, or any change of shore duty preference by submitting a new Shore Duty Request card. Whenever a new card reporting a change is submitted it must be prominently marked "*Corrected Card*." The man concerned must do this himself and forward it to BuPers via his commanding officer. It is not done automatically by the station or ship personnel office.

Those men whose names have been placed on the SDEL but who have not received orders to a normal tour of shore duty prior to expiration date of enlistment (as indicated on their Shore Duty Request Card) will not be considered further for shore duty until such time as they notify BuPers of their reenlistment or extensions of enlistment. In such cases the man must submit a new card marked "*Corrected Card*," via his C.O.

Failure of the man to keep Pers B-211k advised of changes in his status will result in unnecessary delay in issuing his shore duty orders.

In the event a man desires to cancel his shore duty request he should notify BuPers by letter, forwarded with his commanding officer's endorsement.

A complete round-up on sea-shore rotation program for enlisted personnel was published in *ALL HANDS*, February 1953, pages 48 to 51. That directive, however, has been modified as outlined above. No change has been made in the table of sea service requirements; but non-rated men and men not officially designated as identified strikers are not eligible to submit shore duty requests until they become designated strikers



"But I missed chow!"

or PO3 and have served sea duty required for their rating as shown in the accompanying table.

Some answers to the most frequently asked questions on the subject of sea-shore rotation are given in *ALL HANDS*, July 1953, page 28.

### Reservists Who Cannot Qualify For Retirement May Be Released

Early release from active service is now possible for those Reservists who because of their age will not be able to obtain the eligibility requirements for retirement benefits.

Those Reservists who will not be able to complete 20 years of satisfactory Federal service before they reach their 60th birthday and are therefore unable to retire with benefits available to Naval Reservists may apply for release.

The approval of applications for release must take into consideration the needs of the Naval service. However, favorable action can normally be expected with due regard being given to member's ineligibility for retirement benefits, his age and the possibility that continued retention on active duty would be a detriment to his standing in his civilian occupation.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) USS *Antietam*.
2. (c) Permit greater safety in landing operations.
3. (b) Port side of a channel from the seaward.
4. (a) Starboard side of a channel from the seaward.
5. (c) P5M-1—*Marlin*.
6. (b) For anti-submarine warfare. The P5M-1 is the first aircraft ever designed and built expressly for ASW work.

### New Sea/Shore Rotation Program for Enlisted Men In Fleet Air Activities

A new sea/shore rotation program for enlisted personnel of Fleet air activities is announced by BuPers Inst. 1306.20A (15 June 1953).

Effective 1 July 1953, duty for all such personnel in certain squadrons as designated by their respective air force commanders is considered to be shore duty for sea/shore rotation purposes.

Accordingly, the following units have been specifically designated as shore based Fleet activities and personnel attached to these units are now serving on shore duty.

#### AIRLANT:

FAU, ComAirlant  
 FAU, ComFairQuonPt  
 FAU, ComFairJacksonville  
 ComUTWingLant Staff  
 ComFlogWingLant/Cont Staff  
 ComFairWing 3 and 11  
 ComFairWingsLant/ComFairWing 5 Staff  
 FAETULant  
 FAWTULant  
 FasRon, 2, 3, 5, 6, 9, 101, 102, 103, 108, 109, 51 and 52.  
 VR-1, 22, 31 and 32.  
 VX-1, 2 and 3.  
 ZX-11  
 VU-2 and 4  
 ComFairShipWing ONE Staff  
 Vice Command MATS  
 ComHatWing ONE Staff  
 Heavy Attack Training Unit  
 Acceptance Transfer and Training Unit  
 FAAOLant

#### AIRPAC:

FAU, ComAirPac  
 FAU, ComFairAlameda  
 FAU, ComFairSeattle  
 ComUTWingPac Staff  
 ComFlogWingPac Staff  
 ComFairWing 4 and 14 Staff  
 FAETUPac  
 FasRon, 4, 7, 8, 10, 12, 110, 112, 113 and 116.  
 VR-2 (less Honolulu Department)  
 VR-5  
 VX-4 and 5  
 VU-7

FAAOPac  
 FairGunUnit, El Centro  
 PAMI ComAirPac

This list of activities and units is subject to change from time to time as may be directed by the respective fleet air force commander.

Enlisted personnel of these activities whose names are on the Shore Duty Eligibility List at the present time will not be considered for BuPers shore duty assignments, nor will their requests for shore duty be accepted.



## Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

Here is the latest round-up of legislation of interest to naval personnel to come out of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The summary includes Congressional action covering the month since the last round-up.

Further information on some of the more important pieces of legislation affecting the Navy, when they are enacted, will be carried in future issues.

**Doctor Draft** — Public Law 84 revolving from H.R. 4495; amends the Universal Military Training Act to provide for the special registration, classification and induction of certain doctors and dentists and allied specialist categories. The service requirement under the bill is from 15 to 24 months, depending upon the person's prior active service, if any, since 1940. The \$100 Special Pay provision for each month's service is continued.

**Postal Clerks** — Public Law 57 (evolving from H.R. 2327); authorizes the Post Office Department to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

**Survivors' Benefits** — H.R. 5304: passed by the House with amendments; would provide that Navyman with 18 years' service or more could elect to take a reduction in their eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to the Navyman's wife or children in the event of his death after retirement. Under current provisions of law, a retired Navyman's family is not eligible for survivor's benefits unless the Navyman dies as the result of a "service-connected" disability or disease. The new plan would be offered both to those now retired and to those retiring in the future.

**Foreign Decorations** — S. 2247 and H.R. 6051: both introduced; would provide that members of the U. S. armed forces fighting in Korea may

be authorized by their respective service secretaries to accept from Allied governments decorations, orders or emblems which may be tendered them. A similar bill which would extend this privilege to veterans of World War II has previously been introduced.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps Commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 16 — Makes an administrative change in Instructions of the Navy Comptroller General for reporting procedures under NavCompt Instruction 7302.3.

No. 17—Covers certain changes in enlisted men's clothing regulations effective 1 July 1953.

No. 18 — Concerns restrictions on the purchase of lumber, office furniture and equipment, musical instruments and air conditioning equipment with appropriated funds without prior approval of the Assistant Secretary of Defense.

No. 19—Announces convening of a

line selection board to recommend officers on active duty for temporary promotion to the grade of rear admiral pursuant to the Officer Personnel Act of 1947.

No. 20 — Provides, subject to limitations appropriations to Navy in amounts necessary to continue in Fiscal 1954, activities and projects conducted in Fiscal 1953.

No. 21 — Cancels Alnav 18 (see above) but restricts purchase of lumber, office furniture and equipment, musical instruments and air conditioning equipment pending receipt of a Department of Defense directive covering such purchase.

### BuPers Instructions

No. 1050.2 — Gives a round-up of regulations relating to authority to return to the Philippine Islands for citizens of the Republic of the Philippines serving in the U. S. Navy for reassignment or leave purposes.

No. 1085.25 — states how many copies of DD Form 93, "Designation of Beneficiary," different categories of personnel are required to submit.

No. 1120.18 — Outlines the policies and procedures for the submission of applications from qualified personnel of the U. S. Navy for appointment to the grade of Ensign, U.S. Navy for Limited Duty Only.

No. 1220.13 — States in advance the policy the Navy would follow in converting enlisted personnel to Emergency Service Ratings in the event of a full mobilization.

No. 1300.19 — Provides for the distribution and assignment of enlisted personnel throughout the Naval Establishment.

No. 1306.20A — Brings up to date BuPers regulations concerning sea-shore rotation of enlisted personnel.

No. 1320.1A — Gives revised instructions to commands concerning preparation of travel orders for enlisted personnel on full time active duty.

No. 1320.4 — States that hereafter prospective commanding officers will report to the Commandant of the Naval District in which their ship is being constructed, rather than to the commander of the shipyard; other officers, however, will report to the commander of the shipyard or supervisor of shipbuilding.

No. 1320.5 — Clarifies the definition of "duty involving the demolition of explosives" and gives instruc-



"After dancing with Marilyn Monroe, I think I remember the waiter asking me to sign the call sheet...but then the music started again..."

tions concerning duty with demolition units.

No. 1326.2 — Promulgates instructions for the preparation and use of the Standard Transfer Order.

No. 1430.4A — Puts the assignment of striker identification symbols to enlisted men on a uniform basis throughout the Naval Establishment.

No. 1430.5A — Provides for the examination and advancement in rate or rating of personnel under instruction in service schools.

No. 1510.17 — Concerns information to be put on the revised form NavPers 1316, (Rev. 2-53) "Record of Practical Factors," which is used to record training given Naval Reservists on active training duty.

No. 1520.20 — Summarizes qualifications required of commissioned officers of the Regular Navy or Naval Reserve on active duty who desire to take flight training and become HTA aviators.

No. 1626.7 — Concerns regulations for Naval personnel traveling in drafts from one duty station to another.

No. 1626.8 — States that BuPers has received a number of fraudulent claims for dependent's travel, points out that such claims are punishable by fine or imprisonment and summarizes the regulations to be kept in mind by every Navyman making a claim for travel for his dependents.

No. 1761 — Insures that personnel being separated from the Naval service are being provided adequate information concerning the rights and benefits accrued to them as a consequence of their military service.

## BuPers Notices

No. 1421 (5 Jun 53) — Announces the temporary promotion of officers of the Navy and Naval Reserve on active duty to the rate of lieutenant.

No. 5215 (5 Jun 53) — States that BuPers Circ. Ltr. 4-49 (which relates to procedure with regard to Naval personnel and to applicants for enlistment or appointment whose previous conduct or associations cast doubt upon their loyalty) should not be cancelled, as previously ordered, but should continue in effect until further notice.

No. 1400 (8 Jun 53) — Announces the promotion of warrant officers of the Navy and Naval Reserve on active duty to commissioned warrant grade and the assignment of com-

missioned warrant officers to warrant pay grades W-3 and W-4.

No. 1560 (11 Jun 53) — Announces that the Educational Qualification Test 2CX, heretofore used to show in-service achievement toward college credit, will no longer be given although past 2CX scores will continue to be accepted.

No. 1710 (12 Jun 53) — Sets forth the policy governing the Navy participation in the All-Navy and Inter-service Baseball Championships in 1953.

No. 1120 (15 Jun 53) — Makes a minor change in BuPers Instruction 1120.11 which relates to the eligibility requirements and processing procedures for enrollment of enlisted men in the Naval School, Officer Candidate, Newport, R. I.

No. 1321 (24 Jun 53) — Modifies BuPers Instruction 1321.1 (Change I) as requested by the Comptroller of the Navy to permit accounting data to be shown in travel orders as nearly as possible in the same manner and in the same order of appearance as is presently prescribed for purchase documents and public vouchers.

No. 1710 (25 Jun 53) — Concerns Navy participation in the National Pistol and Rifle Championships for 1953 to be held 20 August to 7 September at Camp Perry, Ohio.

No. 1421 (29 Jun 53) — Supplements BuPers Notice 1421 of 5 Jun 53 and promulgates the results of promotion boards which have been approved by the Secretary of the Navy.

## Naval War College Graduates Addressed by SecNav Anderson

A total of 241 US Army, Navy, Marine Corps, Air Force and Coast Guard officers and civilians from various government agencies were graduated this year from the U. S. Naval War College, Newport, Rhode Island.

Secretary of the Navy Robert B. Anderson presented the diplomas and delivered the address. The ceremonies were presided over by Vice Admiral Richard L. Connolly, USN, President of the War College.

Officers attending the college were of ranks ranging from lieutenant commander and its service equivalent of major and above.

See ALL HANDS Jan. 1951, p. 53 for information on the courses.

Crewmen of the ships of Task Force 77 and other Far Eastern sea-going units take comfort from knowing that they will receive prompt, skillful medical treatment if the need arises. Even the smallest of the ocean-going auxiliaries



carry a rated hospital corpsman "qualified for independent duty." Going up in size, say to destroyer types, you find one or two corpsmen ready to render medical treatment for minor illnesses or injuries.

In the event of a more serious illness, a severe injury, a wound, or even a bad toothache, the smaller ship would probably join up with a larger ship—often a carrier. The patient is placed in a stretcher or a highline transfer chair and rides



smoothly over to the big ship. Standing ready to serve on board a carrier, for example, are five or six doctors and dentists, more than a score of hospital corpsmen and dental technicians and their strikers. At their disposal are two multi-bed sickbays, a fully-equipped operating room, a well-stocked pharmacy and complete dental facilities.

A further step is taken should it develop that the patient in Korean waters need even more specialized treatment—an orthopedic surgeon, say.



The patient is flown to Japan. Within a few hours he will be under the care of one of the Navy's top medical specialists at the large Naval Hospital at Yokosuka.



# DECORATIONS & CITATIONS



The third and fourth Medals of Honor to be awarded to Navymen for heroism in the Korean war have been won by John E. Kilmer, HN, USN, and Edward C. Benfold, HM3, USN, (both posthumously).

Kilmer, serving with a rifle company in the First Marine Division, was killed while giving medical aid under fire to wounded Marines on 13 Aug 1952. At the time, his company was defending a strategic hill position during an assault by enemy troops.

The citation reads: "Kilmer braved intense enemy mortar, artillery and sniper fire to move from one position to another, administering aid to the wounded and expediting their evacuation.

"Painfully wounded when struck by mortar fragments, while moving to the aid of a casualty, he... inched his way to the side of the stricken Marine through a hail of enemy shells.

"Undaunted by... hostile fire, he skillfully administered first aid... and, as another mounting barrage of enemy fire shattered the

immediate area, unhesitatingly shielded the wounded man with his own body..." causing himself to be mortally wounded.

On 5 Sept 1952, Benfold, also attached to a company in the First Marine Division," exposed himself to enemy fire repeatedly while treating the wounded..."

The citation states in part that "he moved forward to an exposed ridge line where he observed two Marines in a large crater... As he approached the two men... an enemy soldier threw two grenades into the crater while two more of the enemy charged the position.

"Picking up a grenade in each hand, Benfold leaped out of the crater and hurled himself against the onrushing hostile soldiers, pushing the grenades against their chests... killing both attackers..." and mortally wounding himself.

The first two Medals of Honor awarded to Navymen for heroism in the Korean war were won by aviator LTJG Thomas Hudner, USN, and Richard D. DeWert, HN, USN (posthumously).



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BRADY, Joseph C., HN, USN, serving with a Marine infantry company on 13 Sept 1952. When hostile forces carried out a night attack against several sides of the combat outpost shortly after he had arrived at the position in company with a patrol, Brady, although wounded by the explosion of an enemy grenade, immediately administered aid to the casualties lying nearby and boldly moved across the terrain in search of other wounded Marines. Exposing himself to hostile small-arms and grenade fire, he crawled to the side of a wounded Marine and hauled him to a less exposed position to administer first aid. While treating this

casualty, he was wounded a second time when attacked by a group of enemy troops. He fought off this attack in an effort to protect his patient, and later refused to accept aid for himself until all other casualties had been evacuated.

★ MAUSEN, John E., Jr., HN, USN, serving with a Marine infantry company on the night of 8 Oct 1952. Although painfully wounded in the face and arms by mortar shell fragments while he was accompanying the assault platoon in an attack against a hostile strong point, Mausen repeatedly moved across the fire-swept terrain to the aid of stricken Marines. Unable to use his left leg when he was wounded a second time, he crawled about the area in the face of hostile fire to treat the wounds of his comrades. Wounded a third time, he continued his efforts and refused to accept aid for himself until all the casualties had received medical attention.

★ STONE, Cletus H., HN, USN, serving with a Marine infantry company on 16 Sept 1951. When his unit was suddenly subjected to cross fire from two bunkers while he was advancing with the assault squad of a rifle platoon during an attack against a group of strongly fortified enemy emplacements, Stone bravely exposed himself to the hostile fire to treat the casualties and assisted the stricken men to a covered position. With the remainder of the squad pinned down and receiving further casualties, Stone gathered the grenades dropped by the wounded men and, in a gallant attempt to protect his comrades, hurled the missiles into the enemy emplacements, completely neutralizing both enemy strong points.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ CRABILL, Charles H., Jr., CDR, USN, Commander of Air Task Group One from December 1951 to June 1952. Combat "V" authorized.

★ CROMBE, Charles E., Jr., CAPT, USN, Commander Destroyer Squadron 17 and Element and Task Group Commander, Blockading and Escort Force from 10 to 27 Dec 1951 and from 10 January to 16 Feb 1952. Combat "V" authorized.

★ EDWARDS, Richard S., LT, USNR, attached to the Staff of Commander Mine Squadron Three and Commander Western Pacific Minesweeping Group from 6 Aug 1951 to 5 Aug 1952. Combat "V" authorized.

★ FLECK, Thomas M., CAPT, USN, Commander Destroyer Division 152 from 6 June to 4 Dec 1951. Combat "V" authorized.

★ GANO, Roy A., CAPT, USN, CO of USS *Saint Paul* (CA 73) and Task Element Commander of several important gun strikes as required by Commander Task Force 77 from November 1951 to June 1952. Combat "V" authorized.

★ HANCOCK, Joy B., CAPT, USN (Ret.), Director of the Women's Reserve of the Naval Reserve from July 1946 to October 1948, and Assistant Chief of Naval Personnel for Women from October 1948 to June 1953.

★ LEWIS, Frederick J., Jr., LCDR, MSC, USN, Officer in Charge, Body Armor and Wounds Ballistics Section, Naval Medical Field Research Labora-



tory, Camp Lejeune, N. C., from 17 Dec. 1948 to 30 Jan 1952; and member of the Joint Army-Navy Armor Group in Korea from 14 June to 13 Oct 1951.

★ ORR, Ellis B., CDR, USN, Commander Fleet Activities, Inchon, from 6 October to 29 Dec 1950, and Commander Fleet Activities, Pusan, from 30 Dec 1950 to 15 Nov 1951. Combat "V" authorized.

★ PEDERSON, Oscar, CAPT, USN, CO of *uss Valley Forge* (CVA 45) from 4 Dec 1951 to 20 June 1952. Combat "V" authorized.

★ SHOLDICE, D. V., LCDR, USN, Commander Mine Division 31 and Task Element Commander of Auxiliary Minesweepers from July 1950 through August 1951. Combat "V" authorized.

★ SMITH, Allen Jr., CAPT, USN, CO of *uss Philippine Sea* (CVA 47) from 25 January to 6 July 1952.

★ TIBBITTS, Frank P., CAPT, USN, Chief of Staff to Commander Fleet Activities, Japan-Korea, and Commander Fleet Activities, Yokosuka from 25 June to 6 Dec 1950.

★ WHELOCK, Austin W., CAPT, USN, CO of *uss Essex* (CVA 9) from 15 Aug 1951 to 13 Jan 1952. Combat "V" authorized.

**Gold star in lieu of second award:**

★ ARMSTRONG, Henry J., Jr., CAPT, USN, CO of Destroyer Squadron 15 from 9 May to 7 Dec 1951. Combat "V" authorized.

★ EDSALL, Warner R., CAPT, USN, (posthumously), CO of *uss Missouri* (BB 63) and Commander Task Group 70.1 from 19 Oct 1952 to 26 Mar 1952. Combat "V" Authorized.

★ FROST, Laurence H., CAPT, USN, CO of *uss Manchester* (CL 83) and Task Element Commander attached to Task Forces 77 and 95 from December 1951 to April 1952. Combat "V" authorized.

★ JACKSON, Andrew McB., Jr., CAPT, USN, Chief of Staff to Commander Carrier Division Five and Commander Task Force 77 from 21 January to 20 June 1952.



"For heroism or extraordinary achievement in aerial flight..."

★ SHADELL, Colin F., LT (then LTJG), USNR, serving in Attack Squadron 923 on 23 July 1951.

★ SLAMN, Raymond A., AE1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ SOESTER, Howard H., LT, USNR, serving in Composite Squadron Three on 9 Nov 1951.

★ STAMES, William A., LCDR, USNR, serving in Fighter Squadron 781 on 12 July 1951.

★ STRIBLING, John W., Jr., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ STYLES, David T., ENS, USNR, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ TOOKER, Marck L., Jr., AT1, USN, (missing in action), serving in Composite Squadron 33 on 11 July 1952.

★ WANDER, Jack L., LTJG, USNR, serving in Carrier Air Group 102 on 13 Nov 1951.

★ WARNER, Robert L., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WILLIAMS, Burr W., LCDR, USNR, serving in Fighter Squadron 781 on 30 Aug 1951.

★ WOOD, Harold D., LT (then LTJG), USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WRIGHT, John J., LT, USNR, serving in Composite Squadron Three on 9 Nov 1951.

**Gold star in lieu of third award:**

★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 on 3 Sept 1951.

**Gold star in lieu of 4th award:**

★ FUNK, Harold N., CDR, USN, Commander, Carrier Air Group 102 on 9 Oct. 1951.



"For heroic conduct not involving actual conflict with an enemy..."

★ BOLINGER, Robert E., GM3, USN, serving on board *uss Ozbourn* (DD 846) on 6 Aug 1952.

★ YORE, Lewis W., BM1, USN, Boat Captain in Minesweeping Boat Division One on 25 Mar 1952.



"For heroic or meritorious achievement or service during military operations..."

★ MACGREGOR, Robert W., CDR, USNR, MSTs Representative, Pusan, Korea, for Commander Military Sea Transportation Service, Western Pacific, from Dec 1950 to September 1951.

★ MAY, Earl E., HM3, USN, serving as a corpsman with a Marine Rifle Company on 10 June 1951. Combat "V" authorized.

★ MCCREERY, Hugh H., ENS, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ MCFARLANE, Robert N., CAPT, USN, CO of *uss Los Angeles* (CA 135) from 31 May to 20 Nov 1951. Combat "V" authorized.

★ MESSMER, William L., CAPT, USN, Commander Escort Squadron Six from 17 Nov 1950 to 5 Feb 1951.

★ MONTGOMERY, John W.M., CDR, USN, serving in *uss Borie* (DD 704) from 14 Oct 1950 to 9 May 1951. Combat "V" authorized.

★ MORIARTY, John T., LTJG, USNR, attached to *uss Ozbourn* (DD 846) on 18 Feb 1951. Combat "V" authorized.

★ MULLEN, John A., CDR, USN, CO of *uss Ulvert M. Moore* (DE 442) from 28 June to 6 Nov 1951. Combat "V" authorized.

★ NICHOLSON, Archibald T., Jr., CDR, USN, serving in *uss Hank* (DD 702) from 12 Oct 1950 to 15 Apr 1951. Combat "V" authorized.

★ NICHOLSON, Morris D., HN, USN, serving as corpsman with a Marine Infantry Company on 16 Dec 1951. Combat "V" authorized.

★ NIELSON, Reed H., LT, USN, serving in *uss Helena* (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

★ NILES, Richard M., CDR, USN, serving in *uss Massey* (DD 778) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ O'NEILL, Donald J., LTJG, USNR, serving in *uss Kite* (AMS 22) and CO of *uss Merganser* (AMS 26) from 10 to 25 Oct 1950. Combat "V" authorized.

★ PARKER, Ralph C., Jr., CDR, MC, USN, serving in *uss Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.

★ PERRY, Joe R., LT, USN, serving in *uss Begor* (APD 127) from 29 April to 10 July 1951. Combat "V" authorized.

★ PETROFANIS, Christy J., LT, USNR, serving in *uss Wedderburn* (DD 684) on 24 August and 2 Sept 1951. Combat "V" authorized.

★ PHILLIPS, Alexander D., SN, USN, member of Underwater Demolition Team Three from 29 April to 4 May 1951. Combat "V" authorized.

★ PHILLIPS, Denny P., CDR, USN (missing in action), CO of Fighter Squadron 11 from September 1952 to January 1953. Combat "V" authorized.

★ POITRAS, Robert R., ENS, USN, serving in *uss Pelican* (AMS 32) from 1 to 22 Nov 1950. Combat "V" authorized.

★ RASMUSSEN, Maynard, GM3, serving in *uss Shelton* (DD 790) on 22 Feb 1952. Combat "V" authorized.

★ REYNOLDS, Thomas E., LT, USN, CO of *uss Mainstay* (AM 261) from 13 Dec 1950 to 14 Aug 1951. Combat "V" authorized.

★ RICKABAUGH, Melvin D., ME1, USNR, serving in *uss Essex* (CVA 9) on 16 Sept 1951.

★ RIGGS, Cecil D., CAPT, MC, USN, CO of U.S. Naval Hospital, based on board *uss Haven* (AH 12) from 18 Oct 1950 to 12 July 1951.

★ ROBINSON, Rembrandt C., LTJG, USN, serving in *uss English* (DD 693) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.



# BOOKS: BIOGRAPHY, HISTORY, FICTION

## MAKE UP AUGUST READING LIST

**S**EAGOING men will enjoy the recent books in the fields of history, fiction, personal narrative and biography—chosen by the BuPers library staff—which are finding their way to the shelves in ship and station libraries. Here are reviews of some of the latest:

• *New Guinea and the Marianas*, by Samuel Eliot Morison; Little, Brown and Company.

This is the eighth volume of the History of U. S. Naval Operations in World War II. Six other volumes are in preparation.

Volume Eight covers operations in the Pacific from March to August 1944. The first part deals with the Pacific strategy for 1944, the "two roads or one" controversy, submarine patrols and carrier strikes. The second part concerns the conquest of New Guinea. The third and final

section describes the Marianas campaign, in which the author took part.

As in previous volumes, Morison describes in considerable detail the operations undertaken by the Navy and their relationship to the operations of other branches of the armed forces and of our Allies. Utilizing Japanese records and accounts available since the war, Morison has been able to detail Japanese strategy as well as our own. Morison also sketches in some of the personalities prominent in these campaigns, providing insight into some of the whys and wherefores of the many activities.

★ ★ ★

• *The Vermilion Gate*, by Lin Yutang; John Day Company.

This is a novel of life in China in the early 1930's. It deals chiefly with the adventures of Li Fei, a journalist, and Jo-An, daughter of a well-known philosopher. Other characters important to the story-line include O-Yun, brilliant young dramatic storyteller, Fan Wempo, head of a secret society, and the rather unusual family of wealthy, ex-mayor Tu Fanglin, Jo-An's uncle.

There is action and intrigue aplenty in this story set in a time when China was slowly adding bits of western cultural and mechanical advances to its traditional mode of life. For example, there is a ludicrous student demonstration at the novel's outset, the "kidnapping" and rescue of O-Yun, Li Fei's brush with the authorities over an article he had written, Tu Fanglin's controversy with a settlement of Moslems—to mention but a few.

Here is not a book to be skimmed for the story. Read it with a view to the authentic details, background and Yutang's rich style of writing.

★ ★ ★

• *The Restless Border*, by Dick Pearce; J. B. Lippincott Company.

Shortly after Texas gained its independence from Mexico, Captain Alexander Prince, U. S. Army,—and hero of this novel—was sent to the U. S.—Texas border to help the new republic which was threatened by the forces of the Mexican leader, Santa Ana, and by a tribe of Comanche Indians under Chief Red Hair.

Arriving with his men at Fort Cat-

ron, Prince soon earned the enmity of the commanding officer who opposed any threat to the so-called "peace" he had been able to maintain.

Prince's mission is further complicated by the maneuverings of a young lady who has been searching for her son, kidnapped by Comanches a year before; by the actions of an over-zealous junior officer; and by the operations of Henri Beauchamp, shrewd Indian trader.

Things come to a head in a rousing battle with Red Hair's tribesmen.

Sailors who are partial to yarns with a western flavor should get a bang out of this novel.

★ ★ ★

• *So Noble a Captain*, by Charles McKew Parr; Thomas Y. Crowell Company.

Ten years went into the preparation of this long, thoughtful biography of Ferdinand Magellan.

Most of us are familiar with the broad outline of Magellan's life: his renunciation of his own country, Portugal, his alliance with Charles V of Spain, the voyage which circumnavigated the globe, his untimely death.

Some historians have not been kind to Magellan. In the belief that they have been misled by the false testimony of Magellan's detractors, Parr has attempted to write a complete and accurate account of Magellan's career.

The result is an interesting volume filled with adventure ashore and afloat, political and financial intrigues, personalities good and bad. Sailors should like it.

★ ★ ★

• *The Long Way Round*, by Pat Frank; J. B. Lippincott Company.

This is a piece of non-fiction written by the author of *Mr. Adam* and *Hold Back the Night*.

Briefly, it is a chronicle of Frank's trip to Korea to write the story for a documentary film. Sprinkled in with the current adventures are little flash-backs into Frank's past experiences—as a reporter at age 16, as a war correspondent in World War II, as a novelist and so on.

JOs and others interested in writing will enjoy his tale of how the film story came about.

There are also many humorous anecdotes designed to bring forth chuckles and guffaws. All in all, it's quite a collection of yarns.

## SONGS OF THE SEA

### Behring Sea Song

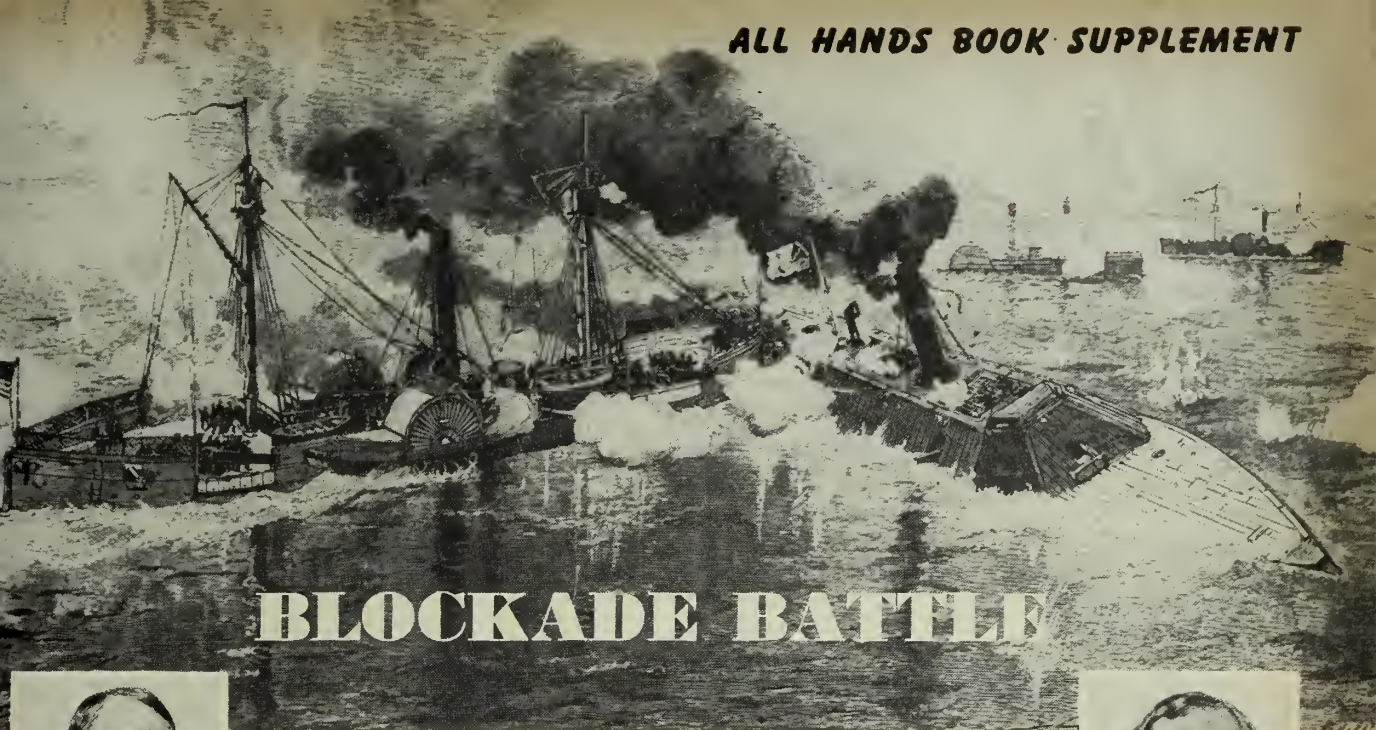
Full many a sailor points with pride,  
Ta cruises o'er the ocean wide,  
But he is naught compared to me,  
For I have sailed the Behring Sea.

Chorus

O Behring Sea, bleak Behring Sea  
So long we've hoped to sail o'er thee,  
For ne'er can sailor salty be,  
Until he sails the Behring Sea,  
And views Alaska's dreary shore,  
And fills himself with Arctic lore.  
Sa when you baast at fiercest gale,  
That every acean you did sail,  
You cannot salty sailer be,  
Until you cruise the Behring Sea.  
—Old Sea Shanty







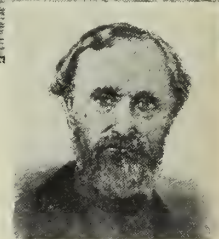
## BLOCKADE BATTLE

### ALBEMARLE SOUND, N. C.—1864

It was a dramatic engagement between a superior force of old, wooden-hulled sidewheelers and the untried, iron-sheathed *Albemarle*. The outcome, described here in a story taken from the pages of *Century Magazine*, was a strong argument for "modern" vessels.



RADM F. A. Roe, USN



CAPT J. W. Cooke, CSN

*One important factor in the Civil War was the naval blockade. As the war progressed, the Federal blockade of the Southern ports grew tight. At the height of the blockade, Northern forces screened well over 100 navigable entrances to nearly 3000 miles of Confederate coastline—a blockade the extent of which has possibly never been equalled.*

*The blockade's effect upon the Confederate fighting forces was very real. Southern forces had difficulty getting enough rifles or muskets which, had the blockade not been there, they could easily have obtained from abroad. Powder, too, was in short supply. So were such necessary items as artillery pieces, shoes, harnesses, blankets, hats, lead and medicines.*

*In a desperate attempt to break through this economic encirclement, Confederate shipbuilders constructed a number of ironclad vessels. The principle of the ironclads, although not new, had been used for the first time effectively as a technique of war by the Confederate Merrimac (or Virginia), which had fought to a draw with the Federal ironclad Monitor in Hampton Roads near Norfolk, Va., two years before.*

*One of this new fleet of ironclads, *Albemarle*, was now hurriedly built in an open cornfield in the back country up the Roanoke River from Albemarle Sound, a large inland body of water which pokes its watery fingers into the North Carolina countryside.*

*News of her construction leaked to the Federal forces who proceeded to concentrate their Albemarle Sound Squadron—a number of wooden-hulled sidewheelers—at the mouth of the Roanoke.*

*Soon *Albemarle* was completed and was launched into the river. Downstream, two Federal ships, *Southfield* and *Miami*, had rigged up a special trap of chains strung between them. By means of this arrangement, they hoped to corral the new ship and shatter her with close-range fire.*

*As it turned out, this was a vain hope. *Albemarle* not only evaded the trap but sent *Southfield* to the bottom and caused *Miami* to retreat in no small hurry. Flushed with victory, the ironclad then teamed up with a Confederate force ashore to capture the Union fort at Plymouth near the mouth of the river.*

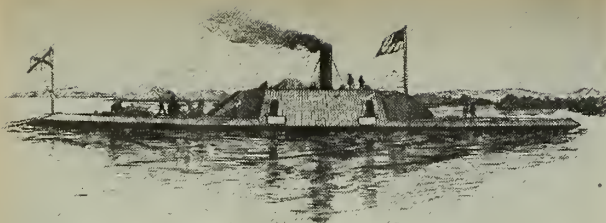
*Now the battle lines were drawn for the engagement between the Union fleet of wooden-hulled ships and the odd-looking but highly effective ironclad. In addition to *Mattabesett*, its flagship, the Northern force was made up of the sidewheelers *Sassacus*, *Wyalusing* and *Miami*, the ferryboat *Commodore Hull* and the gunboats *Ceres*, *Whitehead* and *Isaac N. Seymour*.*

*In addition to *Albemarle*, the Confederate force numbered two small steamers, *Bombshell* and *Cotton Plant*.*

*On these pages is told the story of how the iron-sided *Albemarle* was built in the first place and how she fought the larger Union force. The construction of the Confederate ship is told in the words of her builder, Mr. Gilbert Elliott, a Southern shipwright, who supervised the job. The engagement with the Union ships is told by an officer of the Federal Navy, Dr. Edgar Holden, USN, who was aboard the sidewheeler *Sassacus*.*

*Elliott, writing from his Confederate viewpoint, here begins the story of the construction of the ironclad:*





**FINISHING TOUCHES** are applied to *Albemarle* by blacksmiths and carpenters as she steams down river into battle.

**D**URING the spring of 1863, having been previously engaged in unsuccessful efforts to construct war vessels of one sort or another for the Confederate Government, at different points in eastern North Carolina and Virginia, I undertook a contract with the [Confederate] Navy Department to build an iron-clad gun-boat, intended to operate on the waters of Albemarle and Pamlico Sounds. A point on the Roanoke River, in Halifax County, North Carolina, about 30 miles below the town of Weldon, was fixed upon as the most suitable for the purpose. The river rises and falls, as is well known, and it was necessary to locate the yard on ground sufficiently free from overflow to admit of uninterrupted work for at least 12 months.

No vessel was ever constructed under more adverse circumstances. The shipyard was established in a cornfield, where the ground had already been marked out and planted for the coming crop.

It was next to impossible to obtain machinery suitable for the work in hand. Here and there, scattered about the surrounding country, a portable saw-mill, blacksmith's forge, or other apparatus was found, however,

and the citizens of the neighborhoods on both sides of the river were not slow to render me assistance, but cooperated, cordially, in the completion of the iron-clad. At the end of about one year from the laying of the keel, during which innumerable difficulties were overcome by constant application, determined effort, and incessant labor, day and night, success crowned the efforts of those engaged in the undertaking.

Seizing an opportunity offered by comparatively high water, the boat was launched, though not without misgivings as to the result, for the yard being on a bluff she had to take a jump, and as a matter of fact was "hogged" in the attempt, but to our great gratification did not thereby spring a leak.

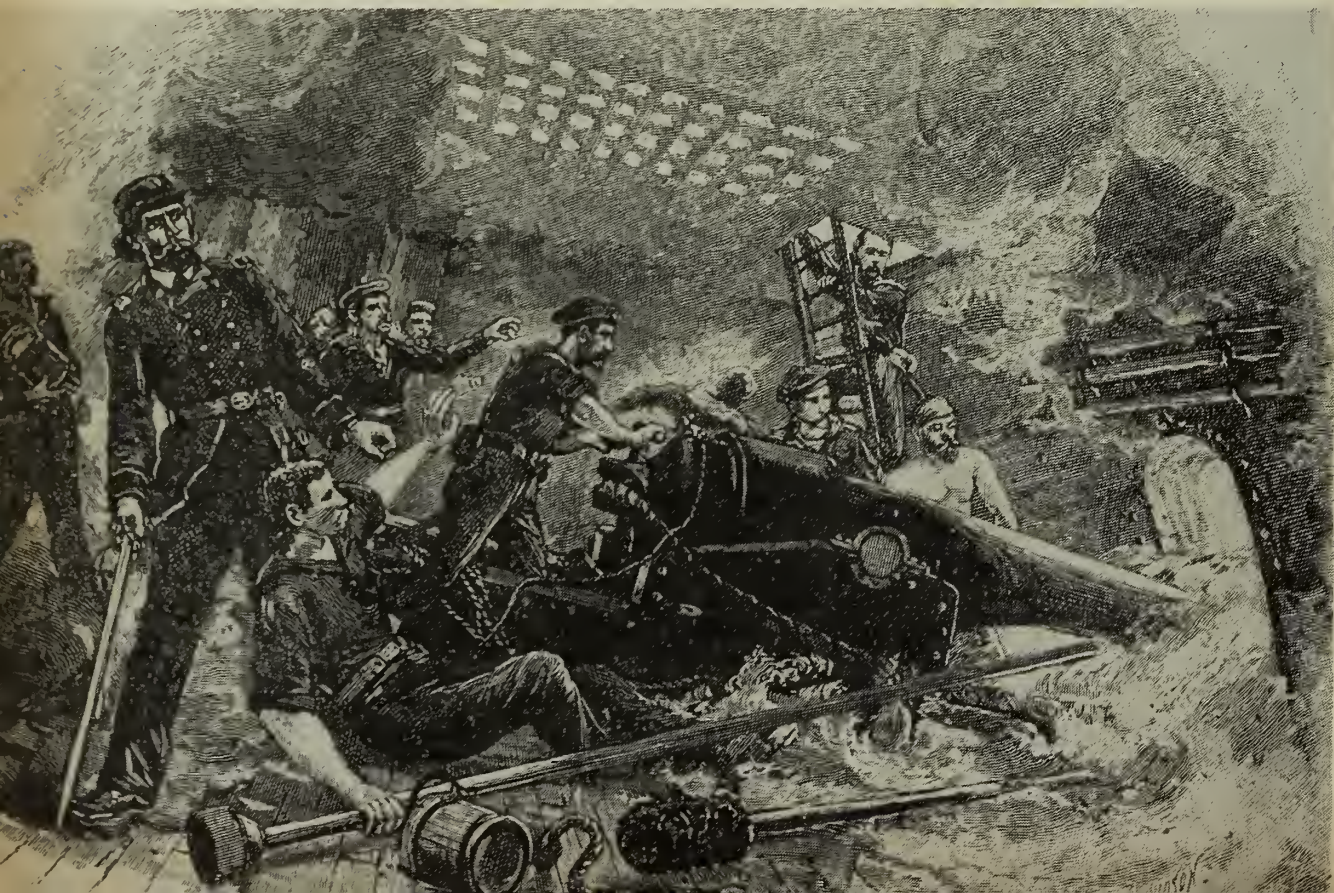
The plans and specifications were prepared by John L. Porter, Chief Constructor of the Confederate Navy, who availed himself of the advantage gained by his experience in converting the frigate *Merrimac* into the iron-clad *Virginia* at the Gosport Navy Yard.

The *Albemarle* was 152 feet long between perpendiculars; her extreme width was 45 feet; her depth from the gun-deck to the keel was 9 feet, and when launched she drew 6½ feet of water, but after being ironed and completed her draught was about 8 feet.

The keel was laid, and construction was commenced by bolting down, across the center, a piece of frame timber, which was of yellow pine, 8 by 10 inches. Another frame of the same size was then dovetailed into this, extending outwardly at an angle of 45 degrees, forming the side, and at the outer end of this the frame for the shield was also dovetailed, the angle being 35 degrees, and then the top deck was added, and so on around to the other end of the bottom beam.

Other beams were then bolted down to the keel, and to the one first fastened, and so on, working fore and

**CONFUSION** inside *Albemarle* after Union ship *Sassacus* rammed the ironclad in a fruitless effort to sink her.





aft, the main-deck beams being interposed from stem to stern. The shield was 60 feet in length and octagonal in form. When this part of the work was completed she was a solid boat, built of pine frames, and if calked would have floated in that condition, but she was afterwards covered with 4-inch planking, laid on longitudinally, as ships are usually planked, and this was properly calked and pitched, cotton being used for calking instead of oakum, the latter being very scarce and the former almost the only article to be had in abundance.

Much of the timber was hauled long distances. Three portable saw-mills were obtained, one of which was located at the yard, the others being moved about from time to time to such growing timber as could be procured.

The iron plating consisted of 2 courses, 7 inches wide and 2 inches thick, mostly rolled at the Tredegar Iron Works, Richmond. The first course was laid lengthwise, over a wooden backing, 16 inches in thickness, a 2-inch space, filled in with wood, being left between each two layers to afford space for bolting the outer course through the whole shield, and the outer course was laid flush, forming a smooth surface, similar to that of the *Virginia*. The inner part of the shield was covered with a thin course of planking, nicely dressed, mainly with a view to protection from splinters. Oak knees were bolted in, to act as braces and supports for the shield.

The armament consisted of two rifled "Brooke" guns mounted on pivot-carriages, each gun working through three port-holes, as occasion required, there being one port-hole at each end of the shield and two on each side. These were protected by iron covers lowered and raised by a contrivance worked on the gun-deck. She had two propellers driven by two engines of 200-horse power each, with 20-inch cylinders, steam being supplied by two flue boilers, and the shafting was geared together.

The sides were covered from the knuckle, 4 feet below the deck, with iron plates 2 inches thick.

The prow was built of oak, running 18 feet back, on center keelson, and solidly bolted. It was covered on the outside with iron plating, 2 inches thick and, tapering off to a 4-inch edge, forming the ram.

The work of putting on the armor was prosecuted for some time under the most disheartening circumstances, on account of the difficulty of drilling holes on the iron intended for her armor. But one small engine and drill could be had, and it required, at the best, 20 minutes to drill an inch and a quarter hole through the plates, and it looked as if we would never accomplish the task.

But "necessity is the mother of invention," and one of my associates in the enterprise, Peter E. Smith, of Scotland Neck, North Carolina, invented and made a twist-drill with which the work of drilling a hole could be done in four minutes, the drill cutting out the iron in shavings instead of fine powder.

It was thought judicious to remove the boat to the town of Halifax, about 20 miles up the river, and the work of completion, putting in her machinery, armament, etc., was done at that point, although the actual finishing touches were not given until a few days before going into action at Plymouth.

Forges were erected on her decks, and blacksmiths and carpenters were kept hard at work as she floated down the river to her destination.

*With the ship in the water, Captain James W. Cooke*



MAP SHOWS route taken by ironclad from cornfield to Albemarle Sound where Union ships waited to trap her.

of the Confederate Navy took command. On April 19, he ordered her to move down the river where Southfield and Miami lay in wait off Plymouth.

To evade the trap of chains, Cooke ordered his vessel close to the southern bank of the river. Then, suddenly, he veered and dug his ram-bow deep into the side of Southfield, opening there a large hole and sending her quickly to the bottom.

Seeing what had befallen her partner, Miami beat a hasty retreat, and Albemarle turned to the task of neutralizing the Union-held fort which had been under siege for two days. While Confederate forces ashore stormed the fort, the ironclad poured shot and shell into it. On 20 April, the fort fell.

Two weeks later, on 5 May 1864, Albemarle, in company with the small Bombshell and Cotton Pant, left the Roanoke River and entered the Sound for the imminent battle. The scene now shifts from the Confederate to the Union side where Dr. Holden, the surgeon on board *Sassacus*, the Federal sidewheeler commanded by Commander Francis A. Roe, USN, gives an account of how the battle looked from his vantage point. Here is Holden's eyewitness report:

All eyes were fixed on this second *Merrimac* as, like a floating fortress, she came down the bay. A puff of smoke from her bow port opened the ball, followed quickly by another, the shells aimed skillfully at the pivot-rifle of the leading ship, *Mattabesett*, cutting away rail and spars, and wounding six men at the gun. The enemy then headed straight for her, in imitation of the *Merrimac*, but by a skillful management of the helm the *Mattabesett* rounded her bow, closely followed by our own ship, the *Sassacus*, which at close quarters gave her a broadside of solid 9-inch shot.

The guns might as well have fired blank cartridges, for the shot skimmed off into the air, and even the 100-pound solid shot from the pivot-rifle glanced from



## BLOCKADE BATTLE—1864

the sloping roof into space with no apparent effect. The feeling of helplessness that comes from the failure of heavy guns to make any mark on an advancing foe can never be described.

To add to the feeling in this instance, the rapid firing from the different ships, the clouds of smoke, the changes of position to avoid being run down, the watchfulness to get a shot into the ports of the ram, as they quickly opened to deliver their well-directed fire, kept alive the constant danger of our ships firing into or entangling each other.

The crash of bulwarks and rending of exploding shells which were fired by the ram [*Albemarle*], but which it was utterly useless to fire from our own guns, gave confused sensations of a general and promiscuous melee, rather than a well-ordered attack; nevertheless the plan designed was being carried out, hopeless as it seemed.

Thus far in the action our pivot-rifle astern had had but small chance to fire, and the captain of the gun, a broad-shouldered, brawny fellow, was now wrought up to a pitch of desperation at holding his giant gun in leash, and as we came up to the *Bombshell* he mounted the rail, and, naked to the waist, he brandished a huge boarding-pistol and shouted, "Haul down your flag and surrender, or we'll blow you out of the water!" The flag came down, and the *Bombshell* was ordered to drop out of action and anchor, which she did.

Now came the decisive moment for, by this action, which was in reality a manoeuvre of our commander, we had acquired a distance from the ram of about 400 yards, and the latter, to evade the *Mattabesett*, had sheered off a little and lay broadside to us. The Union ships were now on both sides of the ram with engines stopped. Commander Roe saw the opportunity, which an instant's delay would forfeit, and boldly met the crisis of the engagement.

To the engineer he cried, "Crowd waste and oil in the fires and back slowly! Give her all the steam she can carry!"

To Acting-Master Boutelle he said, "Lay her course for the junction of the casemate and the hull!"

Then came four bells, and with full steam and open throttle the ship sprang forward like a living thing. It was a moment of intense strain and anxiety. The guns ceased firing, the smoke lifted from the ram, and we saw that every effort was being made to evade the shock. Straight as an arrow we shot forward to the designated spot. Then came the order, "All hands lie down!" and with a crash that shook the ship like an earthquake, we struck full and square on the iron hull, careening it over and tearing away our own bows, ripping and straining our timbers at the waterline. The enemy's lights were put out, and his men hurled from their feet, and, as we learned afterward, it was thought for a moment that it was all over with them.

*Some of the men in Albemarle thought so too. Confederate Shipbuilder Elliott, had this to say about morale in his ship at this point:*

Some of the crew became demoralized. The pressure from the revolving wheel [sidewheel] of the *Sassacus* was so great that it forced the afterdeck of the ram several feet below the surface of the water and created the impression on board she was about to sink.

But the calm voice of the captain kept the incipient disorder with the command, "Stand to your guns. If we must sink let us go down like brave men."

The *Albemarle*, however, soon recovered and sent a shot at her assailant which passed through one of the latter's boilers, the hissing steam disabling a number of her crew. Yet the discipline on the *Sassacus* was such that, notwithstanding the natural consternation under these appalling circumstances, two of her guns continued to fire on us. . . .

*Now to continue with the story from the Federal side:*

Our ship *Sassacus* quivered for an instant, but held fast, and the swift splash of the paddles showed that the engines were uninjured. My own station was in the bow, on the main-deck, on a line with the enemy's guns. Through the starboard shutter, which had been partly jarred off by the concussion, I saw the port of the ram not 10 feet away.

It opened; and like a flash of lightning I saw the grim muzzle of a cannon, the straining gun's-crew, naked to the waist and blackened with powder; then a blaze, a roar and rush of the shell as it crashed through, whirling me round and dashing me to the deck.

Both ships were still under headway, and as the *Albemarle* advanced, our shattered bows clinging to the iron casemate were twisted round, and a second shot from a Brooke gun almost touching our side crashed through, followed immediately by a cloud of steam and boiling water that filled the forward decks as our overcharged boilers, pierced by the shot, emptied their contents with a shrill scream that drowned for an instant the roar of the guns.

The shouts of command and the cries of scalded, wounded, and blinded men mingled with the rattle of small-arms that told of a hand-to-hand conflict above. The ship surged heavily to port as the great weight of water in the boilers was expended, and over the cry, "The ship is sinking!" came the shout, "All hands repel boarders on starboard bow!"

The men below, wild with the boiling steam, sprang to the ladder with pistol and cutlass, and gained the bulwarks; but men in the rigging with muskets and hand grenades, and the well-directed fire from the crews of the guns, soon baffled the attempt of the Confederates to gain our decks. To send our crew on the grated top of the iron-clad would have been madness.

The horrid tumult, always characteristic of battle, was intensified by the cries of agony from the scalded and frantic men. Wounds may rend, and blood flow, and grim heroism keep the teeth set firm in silence; but to be boiled alive—to have the flesh drop from the face and hands, to strip off in sodden mass from the body as the clothing is torn away in savage eagerness for relief, will bring screams from the stoutest lips.

In the midst of all this, when every man had left the engine room, our chief engineer, Mr. Hobby, although badly scalded, stood with heroism at his post; nor did he leave it till after the action, when he was brought up, blinded and helpless, to the deck. I had often before been in battle; had stepped over the decks of a steamer in the *Merrimac* fight when a shell had exploded, covering the deck with fragments of human bodies, literally tearing to pieces the men on the small vessel as she lay alongside the *Minnesota*, but never before had I experienced such a sickening sensation of horror as on this occasion, when the bow of the *Sassacus* lay for 13 minutes on the roof of the *Albemarle*.





"ALL HANDS HIT THE DECK"—Scene on wooden-hulled *Sassacus* seconds before she hit the ironclad *Albemarle*.

An officer of the *Wyalusing* said later that when the dense smoke and steam enveloped us they thought we had sunk, till the flash of our guns burst through the clouds, followed by flash after flash in quick succession as our men recovered from the shock of the explosion.

In Commander Febiger's [the commanding officer of *Mattabesett*] report the time of our contact was said to be "some few minutes." To us, at least, there seemed time enough for the other ships to close in on the ram and sink her, or sink beside her, and it was 13 minutes as timed by an officer, who told me; but the other ships were silent, and with stopped engines looked on as the clouds closed over us in the grim struggle.

Captain French of the *Miami*, who had bravely fought his ship at close quarters, and often at the ship's length, vainly tried to get bows on, to come to our assistance and use his torpedo [a mine attached to a spar]; but his ship steered badly, and he was unable to reach us before we dropped away.

In the mean time the *Wyalusing* signaled that she was sinking—a mistake [as it turned out, *Wyalusing* did not sink] but one that affected materially the outcome of the battle. We struck exactly at the spot for which we had aimed; and the headway of both ships twisted our bows, and brought us broadside to broadside—our bows at the enemy's stern and our starboard paddle-wheel on the forward starboard angle of his casemate.

At length we drifted off the ram, and our pivot-gun, which had been fired incessantly by Ensign Mayer, almost muzzle to muzzle with the enemy's guns, was kept at work till we were out of range.

The engagement was at an end, an inconclusive end in that neither side triumphed. But *Albemarle* had got the better of it. True, her smokestack was riddled (114

holes were later counted in it) and one of her guns had been put out of commission, but otherwise the ironclad had suffered little damage.

Even with a clear shot from broadside, *Sassacus*'s nine-inch guns had failed to penetrate *Albemarle*'s sides, the cannon balls bouncing off like so many marbles on a tin roof. Only one man aboard *Albemarle* lost his life.

The Federal ships, on the other hand, sustained many casualties from the raking fire of the ironclad. *Sassacus* herself was disabled. *Wyalusing* had been badly hit and the others sustained varying amounts of damage. The Confederate ship—*Bombshell*—had been captured.

As a result of the engagement, however, the Confederates failed to break through the blockade in the *Albemarle* Sound area—and lost their best chance to do so. For shortly thereafter, a heroic Federal officer, Lieutenant William B. Cushing, USN, staged a raiding party which resulted in the blowing up of the ironclad as it lay hidden in an almost inaccessible backwater. To find out how he did it, read next month's Book Supplement.

**SASSACUS DISABLED** after ramming *Abemarle*. The battle had finally come to an end with neither side the victor.





# TAFFRAIL TALK

**R**EADERS of the Book Supplement section which ALL HANDS carries each issue of the magazine will recall the exciting story not so many issues back of the young Navy lieutenant who was captured by a German U-boat after his transport was torpedoed, taken back to Germany and thrown into a prison camp, only to escape one dark night and pick his way across the Swiss border to freedom.

For his courageous action, he was awarded the Medal of Honor.

The lieutenant's name was Edouard V. M. Izac, USN, and the photograph with the story showed a young man in his early 20s with dark brown hair.

Now, 35 years later, Mr. Izac is still a youthful looking gentleman but the thatch of dark brown hair has now turned



snowy white. We know that for a fact because he dropped in to see us the other day and added an interesting footnote to his story.

His anecdote was about the time—before his later successful escape—when he tried to make a break for freedom by diving through the window of a moving train that was bearing him to prison. You'll no doubt remember that he landed hard, on both knees, on the rocky roadbed. Pulling himself painfully to his feet, he stumbled off into a field but was soon caught by two roughneck guards who had jumped from the train after him.

"Well, when these two guards caught up with me," he began, "one of them took his rifle and hit me with it to stop my getaway. It was a terrific whack—so hard in fact that he broke the gun right in two at the joint of the barrel and stock.

"So do you know what happened when they got me to the camp?

"His German superiors actually made that guard stand trial for breaking his gun!

"What's more, they called me in to testify! Here I was, a prisoner of war, testifying in court against the man who had captured me!

"Well, naturally, I told them what had happened, that sure enough this big bruiser had broken his gun in the best interests of his fatherland and in strict line of duty! I'll say he did—he had knocked me cold!"

Mr. Izac then proceeded to bring us up to date on what has happened to him since 1918. He was elected to Congress in 1936 from his then-home district near San Diego, Calif., and was re-elected four times.

*The All Hands Staff*

# ALL HANDS

## THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is far sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses far overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy far each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy far each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Unusual bows-on photo shows USS Henderson (DD 785) leaving frathy wake as the tincan speeds up in relatively calm waters.





# THE RECEIVING END



★ ★ ★ ★

## MAKING HEADWAY

through **STUDY**, benefits the  
Navy and yourself

now and in the future ★ ★ ★ ★

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



~~SOCIETY SERVICES ROOM~~



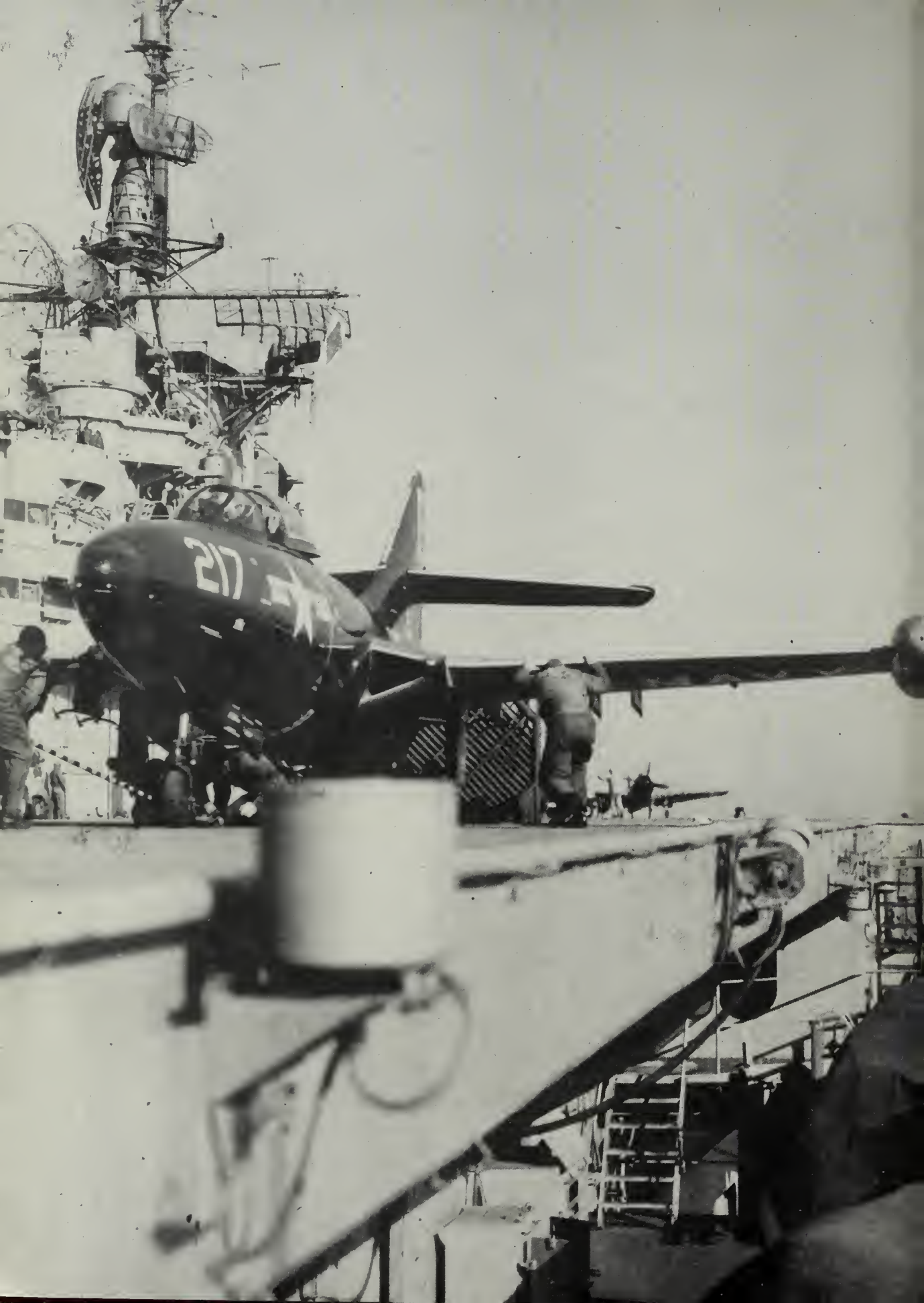
59.05  
416

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

SEPTEMBER 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1953

Navpers-0

NUMBER 439

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Tin Can Navy Today is Good and Tough.....	2
The Word.....	8
Now Hear This! Straight from the Horse's Mouth..	10
Report on the Navy and its Mission.....	12
Not Just for Drill .....	14
Puzzles Help You Learn Jobs You're Fitted For....	15
White Hats Add a Ring of Blue.....	16
Here's Summary of Navy Shipbuilding Program..	22
Missiles to Fly from Submarines, Carriers.....	24
Letters to the Editor.....	25
<i>Special Feature</i>	
Marlinespike Seamanship in the Modern	
Navy .....	31
Chart: Practical Knots, Hitches and	
Bends for Navymen.....	32
Today's Navy.....	35
Navy Football Teams Primed for Bright Season....	40
News of Other Navies.....	44
Bulletin Board .....	46
Annuity Plan .....	46
Navy's Legal Assistance Program is	
Ready to Help You.....	48
Round-up on Legislation.....	53
Directives in Brief.....	54
Decorations and Citations.....	56
Books .....	58
<i>Book Supplement:</i>	
Demolition Daredevils .....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor  
John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blasdell, Reserve

- FRONT COVER: Lookout Jock B. Wing, DM2, USN, lowers his binoculars to get 'naked eye range' of distant object.
- AT LEFT: AD-4N 'Skyroider' takes off from 'cont'd' flight deck of USS Antietam (CVA 36), as F9F 'Panther' jet fighter (left) is bocked onto port catapulting equipment for launching.
- CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on back cover by U.S. Coast Guard.







QUARTETS of tin cans, such as *Wiltzie*, *Theodore E. Chandier*, *Hamner* and *Ozbourn*, make up Navy's 'DesDivs.'

## Tin Can Navy Today Is Good and Tough

THE old saying "God must love the poor—He made so many of them" could easily be applied by the Navy to one class of its ships. "The Navy must love destroyers—it has so many of them."

Among commissioned vessels, destroyer-type ships outnumber all others. And that includes the whole list, too—warships, amphibious vessels, mine warfare, patrol and even auxiliary vessels.

By the same token, there are more sailors serving in destroyer types than in any other category. All told, more than 225 destroyer-type ships of the warship category are now in active service. This includes the basic destroyer (DD), the escort destroyer (DDE), the radar picket destroyer (DDR) and the destroyer leader (DL).

Life in the destroyer Navy, as any destroyer man can tell you, is no vacation. Two characteristics are close quarters and versatility in the crewmen. Both are the outgrowth of the characteristics of the ship itself—its versatility and its assigned missions.

No ship tops the destroyer on either score. Consider the standard DD. Among its many jobs it stands ready to serve as:

- An anti-submarine warfare vessel.
- A surface-to-surface fighter bringing to bear its main battery guns and torpedoes.
- A shore bombardment ship supporting land operations.
- An antiaircraft defense ship protecting aircraft carrier groups, merchant convoys and amphibious groups.
- A plane guard for carrier flight operations.

The ship that does all these jobs is a thin-skinned highly-compartmented vessel designed for both high-speed operations and long-range cruising. The first calls for

an extensive engineering plant; the second, for extensive fuel oil tanks. Then there are the numerous items of supplementary gear and spare parts needed to service the various weapons and the engineering plant. Add to this the relatively large crews of these ships. Take them all together and you begin to see why destroyers are crowded. As a matter of fact, destroyers are exceeded in compactness only by the submarine.

This is not to paint a picture of a ship in which sailors have to stand on one another's head or sleep standing up. Rather, it is to try to portray destroyer life as it actually is—and living conditions in destroyers are crowded, not cramped, but crowded. The ship's many missions demand many crewmen while her inherent characteristics tend to limit the available spaces.

Under such conditions men must learn not only to work together, but also to live together. How destroyer men adapt themselves is shown by certain facets of shipboard living. Chow lines on destroyers don't usually start forming early—a sign of

---

**Thin-skinned But Rugged,  
Navy's Fast Destroyers  
Pack a Tremendous Wallop**

---



consideration for shipmates. "Lights out and silence about the decks" means just that; for a proportionately large number of watches must be stood and sailors who have night watches need their sleep.

Does such a life agree with destroyer sailors? If reenlistment-on-board figures are any indication, it sure does. Such figures for the destroyer Navy are among the highest either aboard ship or ashore.

Destroyer duty calls for a high degree of versatility in its crewmen. A concept that highlights this is the familiar one that "No man serves aboard ship for one job only." While this holds true for any ship in the Navy it is carried out in destroyers to a maximum degree.

Take two average billets aboard a destroyer for example—the first a machinist's mate third class, the second a boatswain's mate third class.

The MM3 stands his routine steaming watches — four on and eight off—in the lower level of the forward engine room. During General Quarters he handles ammunition in the upper handling room of a 5-inch gun mount. He also reports to this area for certain other drills. One of the ship's best swimmers, he takes a position topside during plane-guard detail and stands ready to go to the rescue of an airman downed at sea. During fueling ship operations he takes yet another station, by a fuel vent in the aftermost living compartment, where he keeps track of the rising fuel level.

The BM3 stands his watches in the main deck's athwartship passageway or on the bridge as Boatswain's Mate of the Watch. During General Quarters he repairs to one of the 3-inch/50 mounts to act as gun trainer. At plane guard detail he stands by as coxswain of the motor whaleboat. During an underway fueling operation he heaves around with the forward hose-handling party. And in the In-Port Fire and Rescue detail, he is the "assistant in charge" of his section's 16-man fire party.

The variety of crewmen's duties results from the correspondingly large number of ship's duties. As a result a destroyer man usually gets a more rounded schooling in both the duties of his rating and in related military subjects than he would in another type vessel.

Duty in destroyers is almost always recommended as excellent

schooling for enlisted men. Officers who have had duty in various types of ships usually say that destroyers give the finest of sea-going training to young officers too.

"Even in peacetime cruising," one senior officer points out, "destroyers go through a multitude of varied evolutions such as fueling at sea, orienting screens, mooring and unmooring, air interceptions, coordinated anti-submarine attacks, shore bombardment problems, torpedo attacks and rescue operations.

"It is the daily living as a part of a team that carries out this variety of duties at sea which makes destroyer training so valuable. Here the junior officer can learn (more than anywhere else) about tactics, communications, gunnery, ASW, CIC, navigation, engineering, and seamanship—and how these skills are combined for effective naval action.

"Ships larger than destroyers usually require more time for such qualification and still do not give the same all-around background. Smaller ships lack the facilities of a man-o'-war found in a destroyer."

One of the Navy's oldest ship types, the destroyer dates back to the 1870s. Only at that time it was known as a "torpedo boat." A man serving on a destroyer today probably would not recognize one of the early types as his ship's predecessor. Chances are he'd call it a "gun boat."

The story of destroyer development is one of a ship being designed



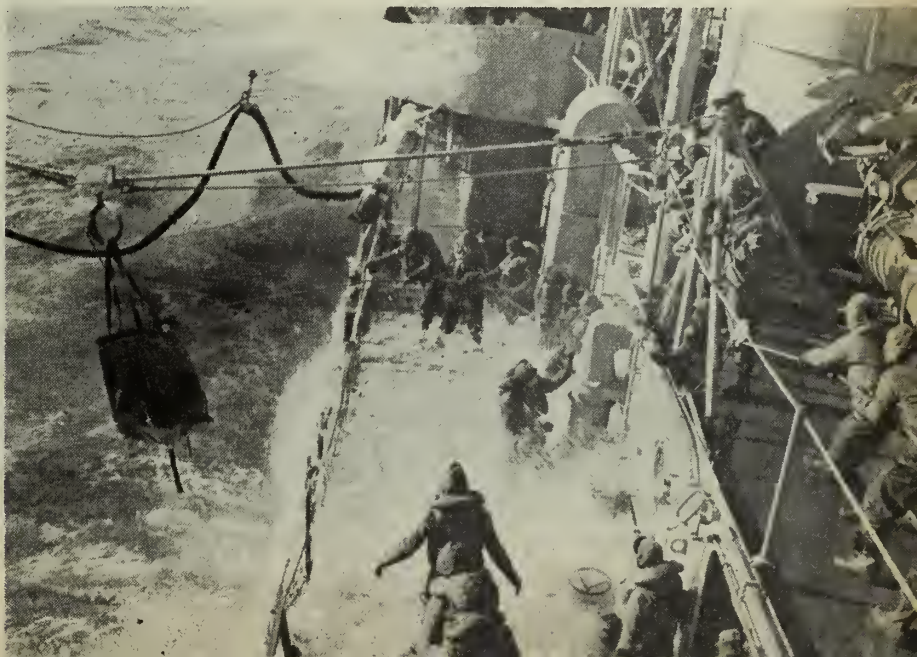
**STANDING WATCH** at the wheel, DD sailors develop the skill necessary in tracking down enemy submarines.

to carry and fire a specific weapon—the torpedo.

The first torpedo was the "automobile torpedo" (so named because it differed from the "fixed torpedo" of that period which we would now know as a "mine.") The torpedo was coming into its own in the early 1870s, and in 1874 the Navy put into service its first vessel built for launching the automobile torpedo. This was iron-hulled, twin-screwed torpedo boat *Intrepid*. Two similar craft followed: *Lightning* and *Stiletto*.

The year 1890 is a significant one

**SAILORS** on board *USS George K. MacKenzie* (DD 836) fight the seas at near zero temperatures as they take on cargo while operating off coast of Korea.







DURING MINESWEEPING operations off Chinnampo, Korea, CDR S. M. Archer talks over details with CAPT. J. A. Farrell on board USS *Forest Royal* (DD 872).

in destroyer history. In that year *uss Cushing* (Torpedo Boat No. 1) was commissioned—the U.S.'s first "modern" torpedo boat. *Cushing* had a 137½-foot length, a 15-foot beam and displaced 91 tons. Her crew consisted of four officers, 12 men and "a few machinists." Her two vertical, direct-acting, quadruple-expansion steam engines developed a total of 1600 horsepower which drove her at 25 knots.

Like today's destroyers, the coal-burning *Cushing* was well compartmented—too well perhaps. She had

10 watertight bulkheads running athwartships, but the compartments had no doors on the same level and could be entered only by dropping down through a main deck hatchway. Her torpedoes were carried in two bow tubes set in the hull itself and in another single tube mounted amidships. Three rapid-fire, breech-loading rifles and two or three Gatling guns rounded out her armament. Not much by today's standards, but she was considered one of the scientific achievements of her day. As events were to prove, she was the

ship that got the destroyer program rolling.

In 1898, when the Spanish-American War broke out, the Navy had an even dozen torpedo boats and one larger vessel known as a "torpedo boat chaser" or "torpedo boat destroyer," a ship which developed out of the need to combat the possible torpedo boat menace of the Spanish Fleet.

This was *uss Farragut*, a larger, faster ship of 274 tons and 31½ knots. She carried six rapid-fire rifles of the type we'd call "small deck guns" today. These were for knocking off the smaller, slower torpedo boats. Doubling up on duties, she also carried torpedoes for taking care of larger ships. A few years later the torpedo boat type passed out of the scene. But its descendant, the motor torpedo boat or PT, made an appearance shortly before World War II.

The first ship to be listed as a destroyer ("DD 1") was *uss Bainbridge*. She and 15 sisters were authorized in 1898. They were 245 feet long and displaced 420 tons. Advances now came fast. The year 1909 saw the first of the steam turbine DDs. *uss Reid* (DD 21) of this group developed some 15,000 horsepower and made 34½ knots.

The first DDs to use oil for fuel rather than coal came out in 1910. In 1915 the first gear-driven destroyer—*uss Wadsworth* (DD 60)—went into service. She and 25 sisters, high-forecastled "1000-tonners," served long, many remaining on the Navy's lists until the mid-1930's.



WORLD WAR I 'four stacker' patrols sea. Right: USS *Gwin* (DD 71) was one of few 'three-stackers,' vintage 1918.



The well-known "four stackers" of the World War I era in general carried hull numbers from DD69 to DD 347. The first was commissioned in 1917; the last, in 1921. As DDs, they were large and heavily armed for their day. Usually these "flush deckers" mounted 12 21-inch torpedo tubes in triple mounts and four 4-inch deck guns. They were 314 feet long, 30½-feet in beam, displaced 1100 to 1200 tons and could make 35 knots top speed.

Many saw World War II service, being converted to fast mine layers, mine sweepers and transports.

These ships played an important role in training. Even today you'll find few ships which don't have at least one officer or senior CPO who once served in one or more of the old four stackers.

In matters of DD construction, the Navy was relatively dormant during most of the 1920s, but the designers were keeping pace with developments elsewhere. Proof of this came with the five new *Farraguts* of 1931-32. These 1500-tonners of an advanced design were 341 feet long, 34 feet wide and could make 37½ knots with their 45,000 horsepower. Each carried five 5-inch guns and two sets of quadruple torpedo tubes—the Navy's first quadruples.

The following decade saw several new classes of DDs. There were the eight large *Porters* of 1933-381-footers of 50,000 horsepower. The first destroyers to require a complement of more than 200 men, they were also the first to carry twin 5-



WITH HELP of grid chart, Leroy Wahl, RDSN, USN (left) and Elmer D. Smith, RDSN, USN, obtain bearing and distance of enemy near Wonsan, Korea.

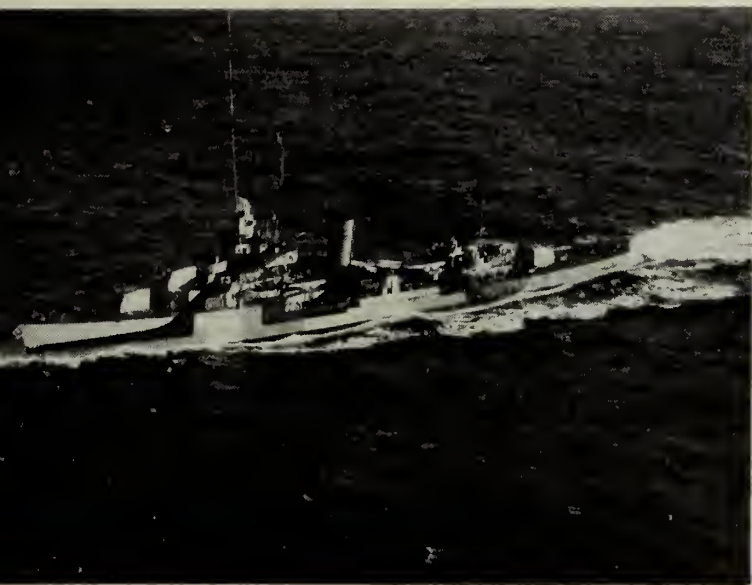
inch gun mounts. Tactically they were listed as destroyer leaders as they were designed to carry the staffs of destroyer group commands and to serve as squadron flagships.

Next in line were a class of somewhat smaller ships, the *Cravens* of 1934. These ships were the first to mount 16 torpedo tubes, the largest number yet carried.

A second squadron leader class was formed of *uss Sommers* (DD 381) and four sister destroyers of the mid 1930s. These were generally

similar to the earlier *Porters* but they had single instead of double stacks and used higher pressure boilers to develop 52,000 horsepower.

Destroyer production on a big scale came about in the *Benson* class and the *Livermore* class of the late 1930s. In all, 96 of these types were built. Somewhat the larger of the two, the *Livermores* displaced 1630 tons—10 tons more than the *Bensons*. The two classes bought in the two-stack design but retained the raised



USS SOMERS (DD 381) had single stack. Right: USS Eugene A. Greene (DD 711) is a two-stacker of Gearing-class.





DECK CREW turns to and pulls starboard whaleboat on board destroyer, using plenty of elbow grease. Tin cans pride themselves on being 'taut' ships.

forecastle. Among the Navy's fastest many of them approached 40 knots on their trials.

The present "flush deck" design made its appearance in the 2100-ton *Fletchers* of 1940—175 of these were built. (The last of this famed class, DD-804, was commissioned in 1944.) Scen in most World War II sea fights, *Fletchers* carried five 5-inch guns in single mounts and two sets of quintuple tubes. Several won Presidential Unit Citations or Navy Unit Commendations and 20 were war losses. Practically all were laid up after the war, but more than 100 are now back with the Operating Fleet, having been demothballed to meet the demands of the Korean emergency.

The *Fletchers* will always be remembered in connection with ship-board messing facilities for they were the first class of DD to regularly incorporate the present system of destroyer messing. This is the well-known *cafeteria style* in which crewman carry food trays past the food serving line and eat in one large messing compartment. In the older *family style* system, the mess cooks carried food from the galley to tables which had been set up in the various sleeping compartments before each meal.

If you are in the destroyer Navy today, chances are you're serving in a ship of either the *Allen M. Sumner*

or the *Gearing* class, both of 1942-43 vintage. One big difference from the *Fletchers* in the original design of these ships is found in their gun mounts. As built they carried six 5"/38 guns in three twin mounts. The *Fletchers* carried five 5-inchers in single mounts.

Roughly speaking, the 65 *Gearings* and 100 *Sumners* are called "2250-tonners," an average standard displacement for the two. The *Sumners* are also called "short hulled" in contrast to the 14-foot longer "long



WHAT'S THIS? Suffering power failure, helicopter made a forced landing on fantail of USS *Orleck* (DD 886).

hulled" *Gearings*. (The extra space in the 390½-foot *Gearings* is used for added fuel.) A number of *Sumners* also went into commission as light minelayers.

Many 2250-tonners have been converted to other destroyer types. The escort destroyer (DDE) places more emphasis on anti-submarine warfare with a somewhat reduced stress on surface-to-surface warfare. The radar picket destroyer (DDR) stresses fighter-direction and long-range aircraft detection duties. It carries no torpedoes—its tubes were replaced by a tripod main mast which supports a radar antenna.

Rounding out the present picture are the four new destroyer leaders of the *Mitscher* (DL 2) class. These long-range fleet type ships check in at 3650 tons and go 439 feet in over-all length and displace about 40 times the weight of the old *Cushing*. The *Mitschers* of 1953 are designed to serve as team leaders of ASW groups. Into their design have gone habitability considerations too, previously secondary considerations in DD design.

Although the destroyer has come a long way in its time, "tin can duty" is still rough work. For example:

- Movies are shown nightly—but you have to go early to get a good seat.

- The standard menu is well up there when it comes to good food—but when the seas get rough the menu becomes soup and sandwiches because nothing will stay in one place in the galley or on the mess table.

- Later destroyer types even have air conditioning—not just fan-type exhausts and blowers, but honest-to-goodness cool air. This makes for good sleeping—but there's not much sleeping in a storm. Everyone is too busy holding on to his bunk.

You might say that the sun never set on the destroyer fleet. Tin cans serve in two oceans and several seas. Destroyers in Atlantic Fleet commands engage in a heavy schedule of training operations, underway training exercises and joint-service exercises from the Caribbean area clear up to Newfoundland and points north. Others serve in the Mediterranean with the roving Sixth Fleet. A few are sent on detached duty to the Persian Gulf area, to England and the Scandinavian countries.

Those in Pacific Fleet commands operate off the west coast of the U.S.,



in the Hawaiian and Alaskan areas, the Western Pacific and points in between. Those in the Korean theater lead the fullest life, of course.

Consider the case histories of four DDs of a typical Korean destroyer group: Destroyer Division 151. The ships make no great claims to records broken—just four U. S. Navy ships doing a workmanlike job.

Serving in the general Korean area from August 1952 through January 1953, each of the four ships averaged 36,000 steaming miles. A good part of this mileage was under combat conditions. Once, they operated continuously at sea for 34 days; another time, for 32 days. In the five-month period the ships averaged 26 refuelings, eight provisionings and five rearmings—all while underway. They also destroyed 20 floating mines.

Among other highlights:

- *uss Boyd* (DD 544)—Scored 24 hits on two enemy supply trains on Korea's west coast.

- *uss Tingey* (DD 539)—In interdiction work along the east coast from the 38th Parallel to the Korean-Siberian border, the ship was high scorer in number of rounds expended against the enemy. By the end of her tour she had sent shoreward more than 3000 rounds of 5-inch ammunition.

- *uss McDermut* (DD 677)—After damaging an enemy supply train, she came to the rescue of two minesweepers that were being worked over by large caliber enemy



ICE HAMPERS work of destroyer crewmen during cold weather exercises held off Kodiak Island, Alaska.

shore batteries. *McDermut* silenced the enemy guns with counterfire and provided a smoke screen to cover the withdrawal of the minesweepers.

- *uss Yarnall* (DD 541)—After a month with a British-commanded task group on the west coast of Korea, she rejoined the DD group and at the end of the tour led DesDiv 151 with a total of four counter-battery engagements with the enemy.

Another representative group is DesDiv 171. Its four ships went into combat with Fast Carrier Task Force 77 less than four months after

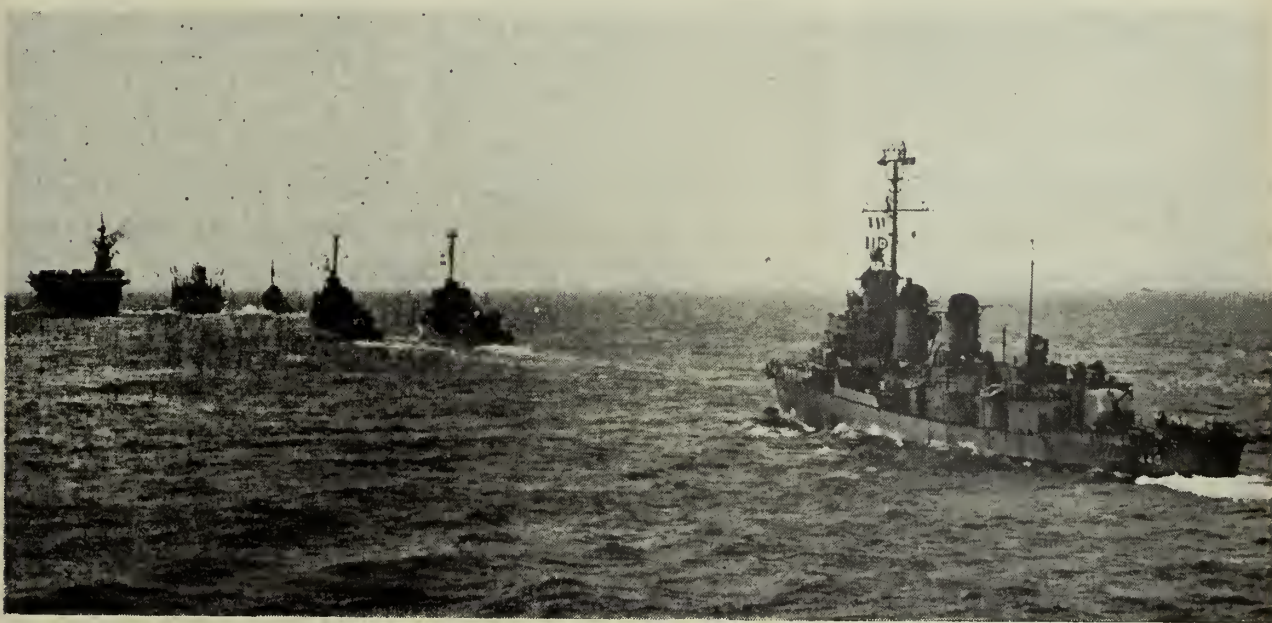
their re-commissioning on the West Coast. Later in their first Korean tour, the ships took part in the Formosa Straits Neutrality Patrol and in bombardment and escort operations off both coasts.

In this last type of work, the four (*uss Gregory*, DD 802; *uss Halsey Powell*, DD 686; *uss Porterfield*, DD 682; and *uss Marshall*, DD 676) fired a total of almost 26,000 rounds of 5-inch ammunition at targets ranging from the front lines almost to the Siberian border.

*Gregory* fought 15 engagements with enemy shore batteries. *Marshall* alone accounted for 650 enemy casualties, 40 gun positions, 19 vehicles and 35 bunkers and troop shelters. She fired more than 8500 rounds—half as many as she had fired in 30 World War II actions.

Destroying trains, knocking out shore batteries, shooting up bunkers, laying smoke screens and destroying mines are just part of the job. Add to these services other missions such as rescuing downed airmen, serving as ASW screen ships, keeping the enemy's small craft shorebound, carrying "passengers, light freight and mail" for later high-line transfer, standing ready with their AA batteries in the event of an enemy air strike and acting as "homing ships" to help guide aircraft back to their carrier.

This is a long, long haul from a ship originally designed to launch an "automobile torpedo."—William J. Miller, QMC, USN.



DESTROYER members of Task Force 77 await their turn at refueling, along with carrier in Far Eastern waters.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **INCREASE IN RENTS** — Most of the Navy enlisted personnel who live in rental housing owned or operated by the Department of the Navy will pay higher rents beginning 1 October 1953. The increase in rents will result from a change in the method of determining rates for enlisted personnel. The Bureau of the Budget has directed that charges for all Government rental housing administered by Federal Agencies be comparable to rates charged for private housing of similar character and size in the surrounding area.

Rates equivalent to those being charged for private housing have been in effect for some time for officers and civilians occupying Navy housing. However, the policy has been to set lower rates for enlisted personnel based on their ability to pay, as reflected by the basic allowance for quarters that they receive. These rents for defense housing have been fixed by the Department of the Navy in Washington, and the same basic rent is charged for housing units of the same size and type regardless of geographical location.

When the new system for establishing rents goes into effect 1 Oct 1953, enlisted men will pay the same as officers and civilians for similar housing in the same area; however, the rent increase will be cushioned somewhat by raising the rent for enlisted personnel in three increments. From 1 Oct to 1 Jan 1954, enlisted personnel will pay only one-third of the increase resulting from the comparability method of

fixing rents. From 1 Jan to 1 Apr 1954, they will pay another one-third of the increase, and after 1 Apr 1954 they will pay the full amount of the increase.

Initial instructions for fixing rents equivalent to private rates were appealed, on the basis of the adverse effects of rent increases on enlisted personnel. However, in the latter part of June 1953, the Navy was advised that, after careful consideration, an exception could not be granted, and the Navy was directed to apply the new rent principle to all rental housing under its jurisdiction.

The revised rents and furniture charges will be based, wherever practicable, on recommendations received from a Station Rental Board appointed by the Commanding Officer to determine the rents being charged in a particular area for similar private housing. The principle of establishing charges comparable to rents for similar private housing will also apply in computing the cost to tenants of utilities furnished by the Government, which may result in a further increase in some cases. Revised utility charges will be applicable at the same time that revised rents go into effect.

The new rates will not effect public quarters that are provided by the Government and occupied by service personnel with loss of their quarters allowances, and they will not apply to the Title VIII housing that has been constructed at certain stations and is operated by private owners.

• **10th KOREAN RIBBON STAR**—What may be the last engagement star for the Korean Service Medal and ribbon has been authorized by the Chief of Naval Operations. The combat star is designated "K-10, Korea, Summer-Fall, 1953," and covers a period from 1 May 1953 to a terminal date to be announced.

In addition, OpNav Notice 1650 (2 July 1953), announces a terminal date for eligibility for the Ninth Korean Engagement Star for the campaign known as the "Third Korean Winter." The end-date for that engagement is 30 April 1953.

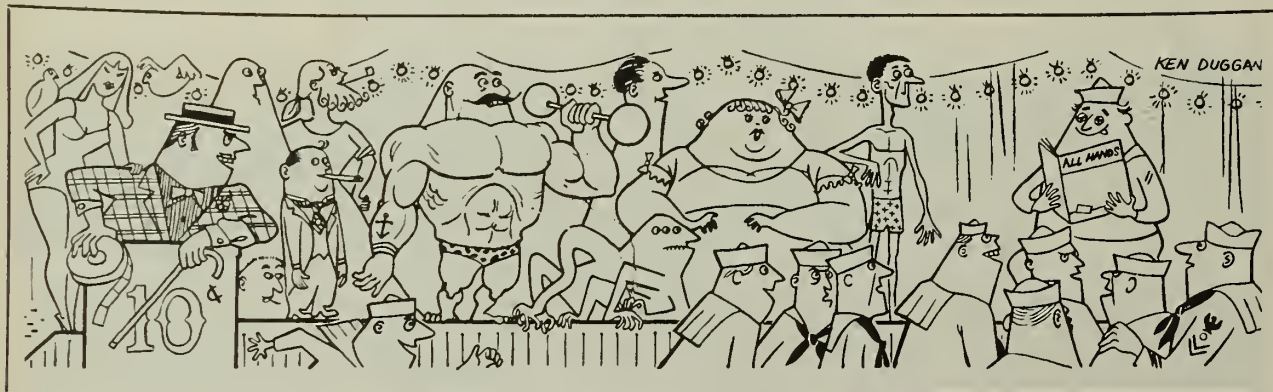
When ships or units receive notification from Commander Naval Forces Far East that they have earned the medal (and stars), eligible personnel are entitled to wear the ribbon and stars, as appropriate.

A list of ships and units which have met the requirements for both will be published in a future revised issue of *Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps and Coast Guard* (NavPers 15790).

For details on the Korean Service Medal, see **ALL HANDS**, October 1952, p. 52.

• **PER DIEM AND FOREIGN DUTY PAY**—Officers and enlisted men whose home of record at the time of entry upon their present period of active duty was in any *territory* or *possession* of the U.S. shall *not* be entitled to overseas station per diem allowance or foreign duty pay when they are permanently stationed in that area.

Also, a Navyman's foreign duty pay terminates during any period of temporary or temporary additional duty, leave, or hospitalization within the territory or possession in which his home of record is located. In other words, it's the same as if the duty



PASS THIS COPY ALONG—Don't steal the show; be a good trouper and let nine other guys read **ALL HANDS**.

were performed within the continental U. S.

This regulation which became effective 1 July 1953, was announced by AINav 24.

The following territories and possessions are affected:

Alaska, Hawaii, Canal Zone, Puerto Rico, Virgin Islands, Guam, American Samoa, Wake and Midway Islands, and the Carolines, Marianas and Marshalls under U.S. trusteeship.

#### • USNR OFFICER RELEASES —

Letters from the Chief of Naval Personnel have gone out to several thousand Naval Reserve officers notifying them that they will be released from active duty in the near future.

The reduction in the number of Naval Reserve officers on active duty has been made necessary by a general lowering of personnel strength for all three armed forces.

The officers to be released — all lieutenants and above — have completed their obligated period of active duty with the Fleet and have remained on active duty voluntarily, often for considerable periods of time.

The release of these officers was made on the basis of retention priority lists which were formulated by retention boards which met in BuPers in late July and early August.

The boards assigned a priority for retention to each Naval Reserve officer in the grade of lieutenant and above on active duty on the basis of his past performance of duty, his years of service and his capability to perform a variety of jobs within the general line or within his particular specialty.

Only normal routine releases will be made for lieutenants (junior grade) and ensigns, BuPers says.

#### • RR FARE REDUCTIONS —

Members of the armed services traveling in uniform at their own expense will receive the benefit of reduced railroad furlough fares on all railroads for at least another six months.

The reduction is extended to 31 Jan 1954.

This action will continue the tax-exempt round-trip fares for military personnel on furlough, at the rate of 2.025 cents per mile or less, good only in coaches.

This means a saving of up to one cent per mile and includes regular stopover and baggage privileges.

• **TRAVEL TO JAPAN**—If you are going to a duty station in Japan, don't expect to take your dependents with you or send for them very soon. There is a waiting period of approximately 14 months for government housing.

Due to the critical shortage of suitable housing in Japan, the Far East Command established some time ago a priority waiting list for the entry of dependents. To obtain authority for your dependents to enter the Far East command area, you must first report on board your duty station and then submit the request for entry approval and travel authorization.

Entry can sometimes be authorized prior to the 14-month waiting period after arrival on your duty station provided you have secured an approved private rental.

Numerous letters and telegrams requesting prior authority for travel and entry of dependents create unnecessary administrative problems and such requests cannot be considered.

BuPers Inst. 4600.5 (16 Jul 1953) informs all naval personnel of the current restrictions on travel of their dependents to Japan.

#### • NEW OFFICER "QUALS" —

Distribution began this month of the newly revised edition of *The Code for the Classification of Naval Officers' Qualifications*, under the new title, *Officer Qualifications Code Manual* (NavPers 15006, Rev. 15 May 1953).

The revision incorporates a number of new qualifications codes for the latest developments in nuclear power, atomic defense and weapons, guided missiles, rockets, anti-submarine warfare and other technological advances. It is the result of an analysis of duties and occupations as reported on qualifications questionnaires by active and inactive officers and from recommendations submitted by other activities of the Department of Defense.

The new manual will expedite the matching of inactive officers' qualifications codes with billet requirements to insure effective mobilization in the event of a national emergency.

Persons concerned with the operational phases of the plan for the mobilization of officers should retain the old March 1949 edition of NavPers 15006, as instructed by BuPers Notice 5605 (1 Jul 1953), which announces the new "Quals" manual.

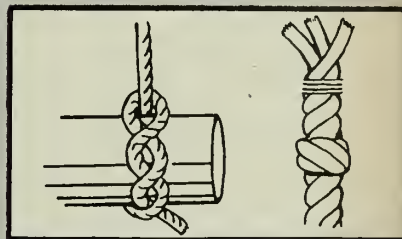
## QUIZ AWEIGH

Take time out for a breather and see if you can sail through this month's Quiz Aweigh. If the sailing gets a little slow, turn to page 53 and fill your sails.



1. The ship above is (a) dressed, (b) full dressed.

2. The clue to the correct answer for No. 1 is (a) the rainbow display of signal flags, (b) the ensigns at the mastheads, (c) both.



3. At left above is the (a) Timber hitch, (b) Killick hitch, (c) Blackwall hitch.

4. At right is the (a) Manrope knot, (b) Wall knot, (c) Double Matthew Walker.

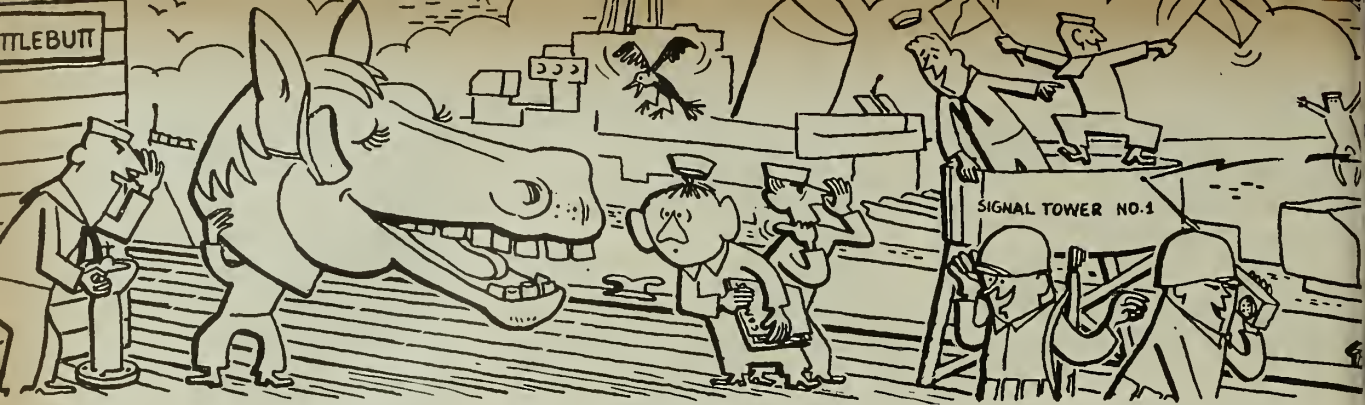


5. USS *Boxer* (CVA 21), now a veteran of the Korean war, is the carrier that launched the first mass operation of jet planes near San Diego, Calif., in the year (a) 1941, (b) 1948, (c) 1950.

6. Observant sailors should know that *Boxer* is of the (a) Saipan class, (b) Midway class, (c) Essex class.

ANSWERS TO QUIZ AWEIGH  
ON PAGE 53





## Now Hear This! Straight from the Horse's Mouth

THE Navy has just announced the formation of another Teddy Roosevelt "White Fleet" cruise around the world. Every bluejacket will get special pay and seven days liberty in Paris, London, the French Riviera, Rio and other goodtime ports the world over.

If you believe that statement you are rumor-gullible and if you pass it along you're a rumor-monger. Of course, you're savvy enough to recognize it for what it is—a false rumor—and you'll be neither of these characters.

"Hi, Bill, get this. It's confidential and don't pass it around. I just got the scoop from Joe Blow. You know him, that guy who sleeps a couple bunks from me. He just got the word from Zanny Zilch, the radio striker. It sure looks like its gonna be a hot war now. There are a flock of subs off Panama Canal. I'll bet we're gonna see some hot duty down there pretty soon."

That bit of talk is a rumor being born. In another few days some sailors on board will be writing to mother and the best girl friend, dropping forbidden hints in their letters that the ship is soon to join up with a big fast carrier task force and head for the "big ditch."

The night after the American flag was raised on Mount Suribachi on the morning of D-Plus-4, 23 Feb. 1945, hundreds of guns on ships of Task Force 58 turned the blackness of night into a carnival of flashing gunfire to celebrate the "surrender of Germany." Actually, V-E Day came 10 weeks later.

What caused that celebration of a false surrender report? It's rumored that this rumor was started on Iwo Jima. The story goes that a couple of marines handling a walkie-talkie circuit wanted a little excitement. They passed the word—"Hitler sur-

renders!" Some ship's TBS-man picked it up and he passed the word. In short time the word was high-spirited conversation throughout ships of the task force. The "good news" which began as a false rumor exploded into a joyful premature celebration that sounded as though TF 58 was in mortal combat with the whole of the remnants of the Japanese fleet and suicidal air force.

The origin of rumors goes back to prehistoric days when people first communicated by sign language and spoken word. Since the beginning of civilization, man has had to deal with rumors. The Bible tells us in the Book of Jeremiah 51:46, that wars between the small nations resulted from continuous rumors of hatred. The verse reads, in part: "Ye fear for the rumor that shall be heard in the land; a rumor shall both come one year, and after that in another year shall come a rumor, and violence in the land, ruler against ruler."

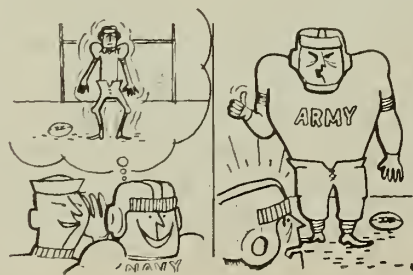
Scuttlebutt is the Navyman's word for it. The origin of that word, which recruits learn in their first day at the naval training center, comes from combination of "scuttle," to make a hole in a ship's side, causing it to sink, and "butt," a cask or hogs-head used in the days of wooden ships. A "scuttlebutt" in the old days was a cask with a spigot fitted in the side. Well-made casks of oak were used then for fresh drinking

water. This old naval term has survived to this day and now the modern refrigerated drinking fountain in all Navy ships is called the "scuttlebutt." Men naturally congregate at drinking fountains — and rumors start or are passed along.

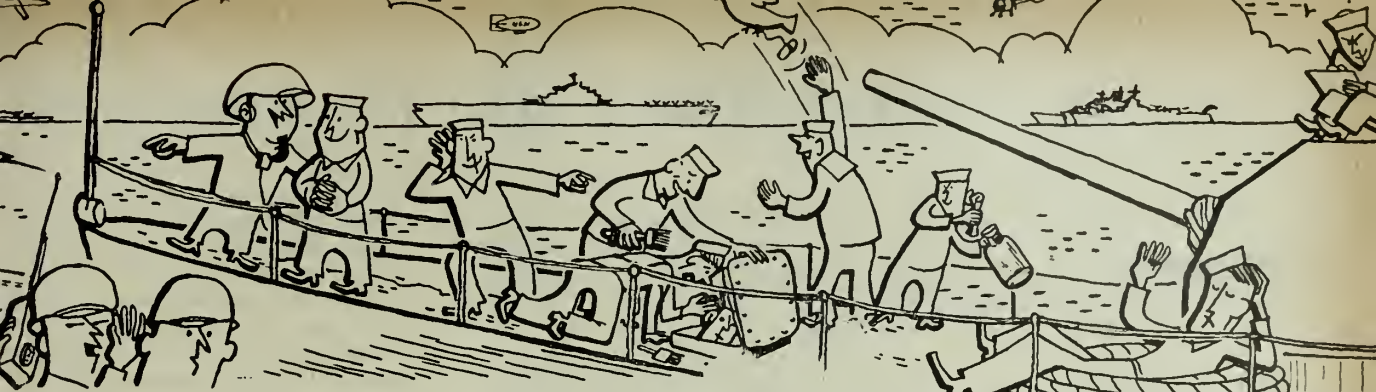
There are three kinds of rumors. False rumor, true rumor and planned rumor. The first two can easily become "fifth column" weapons leading to mental distress or tragedy for you, your shipmates, the nation. The "planned" rumor is sometimes used by strategists to confuse the enemy. For example the planned rumor of D-Day in Europe when rumored landing areas and dates other than the time and place of the Normandy beach landings were purposely launched.

Don't believe it as truth that if you go over-the-hill and voluntarily return before the 30th day, your punishment will be for no more than a few days AWOL. Don't believe the scuttlebutt some rumor-monger dreams up that all Reservists who have served nine months and want to go home today will be released upon request or that the word is out the Navy is planning to extend all enlistments involuntarily for 18 months. Not unless you see the official directive or the word is passed to all hands in the executive's plan of the day or a notice signed by the CO.

Your own experience has taught you that rumors are a waste of time, lead to mental upsets and sometimes to panic such as was caused by the ill-famed radio broadcast that "men from Mars have landed to attack the earth." Thousands of listeners thought the news-style radio program was the "real thing" and many became hysterical. Thousands jammed the streets and highways, fleeing in panic.







Rumors are started in numerous ways. Someone will misinterpret the official word or try to "read between the lines," and his assumptions are expressed in half-truths. This may be passed along and added to until a dangerous and damaging rumor is developed.

Most Navy men, however, are on their toes. They have trained ears to intercept rumors. They know how to spike a rumor. A check with the division officer, leading POs, or the personnel office, will kill a rumor before it goes too far. They know well enough to recognize a "galley yarn" when they hear one.

This actually happened on board one ship. The chaplain was discussing the dangers of rumors with a small group of men loafing on the fantail. He said, "For example, I'm going to make a statement which all of you know is a false statement. Pass it along to a few of your shipmates and say that it is a false rumor. Let's see what happens. Here it is: I've heard that air conditioning will be installed in the wardroom and the forward mess hall, but I know that is not true. I wish it could be true."

What happened? The day the ship hit a foreign port and a liberty party was going over, one of the crew met the chaplain on the liberty boat and asked: "Is it true, chaplain, that we're leaving in a couple days for the States?" The chaplain replied. "Where did you hear that?" The sailor explained, "I heard that the ship's going to be air-conditioned in the mess hall, crews quarters and

engineer's rooms. The straight dope is that we're going to get 30 days in San Francisco for the work and I'm going to get married on my leave."

Rumors are headaches for the Navy Department, especially for the Bureau of Naval Personnel. ALL HANDS receives hundreds of letters every month from sailors around the world and too many of them begin with, "It's rumored on this ship that so-and-so is the case, but I can't find out if it is true. The ship's office doesn't know about it. What's the straight dope?" That sailor's time and postage has been wasted. The letter shouldn't have been written. That man is due for indoctrination in "rumor recognition."

The overworked yeomen in the ship's office will second the motion for a lot of "rumor indoctrination." They probably spend almost as much time spiking bad-dope rumors as they spend in keeping track of the true word—the directives and regulations that contain the unvarnished truth.

What can you do about rumors? In the first place, don't start one. If someone passes on doubtful dope to you, ask him where he got it. Maybe you can get him to realize his source is not a good one. He won't accept it and in the future he will learn to evaluate properly what he is told or overhears.

A question that naturally comes to mind is "Just how much harm do rumors do?"

The best way to answer that is to ask yourself: "When I pass along a rumor, am I harmed?" The answer is "Yes, you are."

By stopping a flood of rumors you will help to prevent a lot of worry, and you may prevent a lot of damage. Also you will save man-hours, morale and headaches for your division officer, the skipper, the exec, BuPers and, incidentally, for the "Letters to the Editor" section of ALL HANDS.—Harvey H. Mitchell, JO1, USN.





# Report on the Navy and its Missions

In a recent speech at Fort Worth, Tex., Secretary of the Navy Robert B. Anderson spoke of the missions that



SecNav Anderson

have been thrust upon the U.S. Navy, partly as the result of the geographical location of the country, partly as the result of our responsibility for leadership of the free world. Excerpts of Secretary Anderson's speech, which is of great interest to the nation at large and to the men of the naval service, are published below:

OUR military forces are maintained—within the limitations set upon their size and cost by the requirements of other elements of our national security—to guard against external attack.

They are very considerable forces. In the Navy, for example, we will have an average of 1,010,000 men and women in uniform, including 240,000 Marines, during the fiscal year 1954. Add to this some 440,000 civilians who work directly for the Navy in this country and abroad.

We plan to maintain a strength of 1130 ships and 9940 operating aircraft, together with the necessary logistic support installations.

On the general books of the Navy we carry a figure of \$43 billions, to represent the cost of value of its gross physical assets.

We maintain these large and costly forces for two reasons:

- To act as a deterrent to aggression either against us or our allies.
- To win the decision in any conflict in which we might find ourselves forced to participate.

In the logic of power politics, it matters a great deal what a nation is ready and able to do with its armed

forces, and in a world of fang and claw it is sometimes the only basis upon which political agreements can be consummated at all. We can negotiate only from positions of strength. The success of our diplomacy is largely conditioned by the estimate of our military capabilities taken by our friends and enemies.

We are concerned with our control of the sea for reasons fundamentally geographical in nature, as they apply both externally and internally to our position in the world. Although we have two great and friendly nations on our northern and southern boundaries, we are in fact an island, in the middle of the world.

We are the only major power in the world all of whose possible major enemies are at least an ocean's breadth away, and the only major power all of whose principal allies are cut off by oceanic space.

It is 3300 miles, for example, from Gibraltar to Norfolk, 3500 miles from Berlin to New York and 4300 miles from Yokohama to Seattle.

Here, briefly, are the factors which our geography and the peculiarities of our industrial civilization have thrown into the balance of our requirements for security:

- We are separated from friend and foe alike by a vast expanse of blue water.
- We are halfway around the world from the source of some of our most vital raw materials.
- We must reckon with the possibility of attack by sea and by air.
- And we have disposed our targets, that is our cities, so as to favor that attack rather than the defense against it. Where our security demands that we diversify and disperse, our economy has demanded that we concentrate and specialize, as indeed we have done, to the point where the destruction of any considerable part of our industrial complex raises serious questions when we contemplate

the problems of our production capabilities and our survival.

These facts require that we take a realistic view of the matter of who controls the seas.

If we can control the seas, we can discard the false notion that we are surrounded by the Old World and begin to build our plans and concepts around the fact that it is we who in reality surround it.

By our possession of that control of the seas, we shall in the event of war be able to plan and maintain our attacking forces some three to five thousand miles closer to their objectives in an enemy's territory than the enemy can place his attack forces, in relation to their objectives, in our territory.

The military import of such an advantage is enormous. It enables us to make war upon the enemy's submarines in their own harbors and in the narrow waters through which they must pass in their transit to and from the open sea.

- It multiplies the number of strategic bombers the Air Force can maintain on strike missions over enemy territory by the simple expedient of halving the distance they are required to fly in order to reach their objectives.

- We are spared the intolerable burden of maintaining a huge land force at home for no other purpose than to repel an invasion of our shores and we thus grant our Army the freedom of action it requires to discharge its vital missions overseas.

- We are permitted the tactical advantage of having fighter squadrons which may be employed with complete flexibility for either offensive or defensive operations. Based upon the edges of our far-flung frontier, they may be used to provide cover for our strategic bombers or as interceptors against the aircraft of an enemy.

- Our mobile amphibious troops,

CONTROL OF THE SEAS is Navy's over-all mission. Here, warships lie off-shore during amphibious operations.



in readiness to attack from very short range against a dozen targets, would exert an influence strikingly out of proportion to their numerical strength.

- Our vulnerable coastal cities, instead of being on the unprotected fringes of our zone of security, may be considered as lying rather close to its center, protected by the gigantic cushion of oceanic space between them and our outer defenses.

Most importantly, our control of the seas means the difference between whether we and our allies are separated or joined; whether we fight as isolated, partially effective units, or as a team whose total power equivalent is immensely greater than the sum of that of its components.

We of the Navy are determined to maintain for this country the control of the seas during peace and war. This we will do with the weapons at hand today and those we will have tomorrow. The whole history of the Navy has been the constant adaptation of the weapons of the day for the purpose of warfare.

This we are doing. We have the capability of capturing or destroying an enemy's advance bases. We can blockade his coastal waters. We can destroy his air bases from which his planes can threaten our sea lanes. We can seek out and destroy his submarines. We can engage in the long necessary hours of search and patrol of convoy escorts and of maintain our radar picket lines. We do all these jobs well today and we can and must do them better tomorrow.

We must never lag behind in superiority and must be fully aware of the tremendous outpouring of technologies during recent decades which has spilled over into every corner of human endeavor and has affected the art and science of naval warfare no less than, say, that of agriculture or transportation.

With the increased development of airpower has come recognition of a new and important corollary on the basic concept of seapower, namely, that he who controls the seas must also control the air above the seas. Here again, the Navy is moving down a road of progress and improved capabilities.

That the Navy might control the sea, the aircraft carrier was developed.

The first airplane to operate from the deck of a U.S. ship weighed 3000 pounds and flew at 130 knots. That



'SKYROCKET' jet aircraft is air-launched—'dropped like a bomb'—from Navy B-29. The jet plane is being used for scientific altitude and speed tests.

plane flew from the 534-ft. deck of *Langley* (CV 1) in 1922. Today's modern airplane weighs 51,000 pounds. It burns many times more fuel. It flies several times faster. It carries increased ordnance capabilities. It is better armored to protect its pilots, but it presses new demands upon the carriers.

There must be longer runways, greater fuel capacities, intricate repair shops for ordnance and electronic components. It must have greater speed, bigger elevators, more storage space and a catapult capable of sending America's newest fighting machines into the air.

These new demands we are meeting through the conversion and modernization of ships of our Reserve

Fleet, but even this is not quite enough; for the march of technology, of new speed, new weight and new fighting capabilities moves relentlessly on. In some tomorrow, conversion and modernization will not be enough and so we are building new types of aircraft carriers, represented by the *Forrestal* class, to meet the new demands of increased airplane performance.

We will use to the utmost and to the full utilization all that we have on hand, but we will be realistic and practical about what we will need tomorrow.

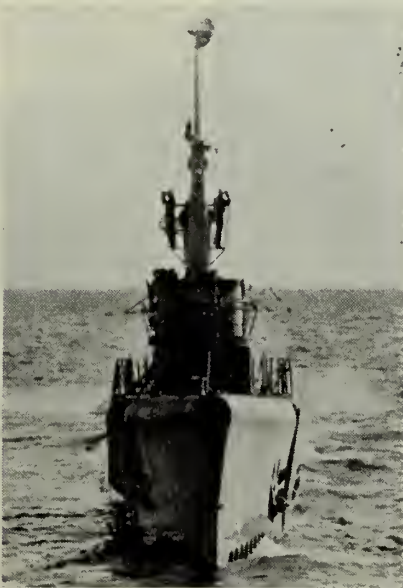
Just as there is a need for the proper balance among the elements of our national security, we are aware of the need for a proper balance within and among our armed forces.

This balance should be conditioned not upon enemy intentions but upon his capabilities. We must not allow ourselves to become obsessed with any pat, made-to-order strategy, nor must we allow any preconceived plan of operation to harden into some sort of intellectual Maginot Line.

In the fluid, ceaselessly changing situation of today, we cannot predict with any degree of certainty the outcome of any particular line of action. We cannot know when war will occur, or if it will occur at all.

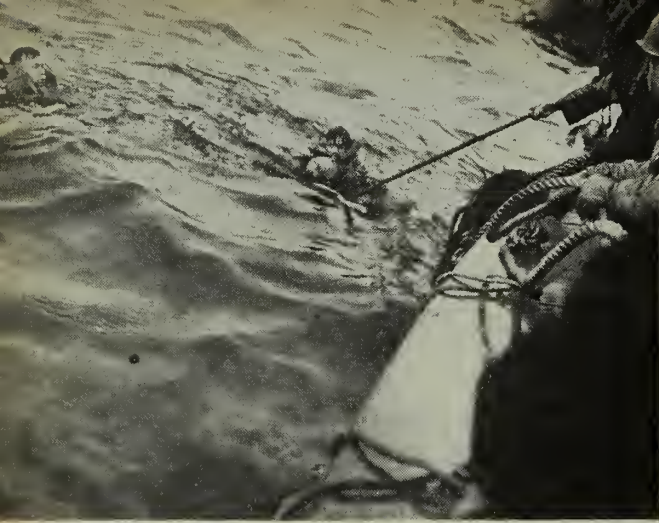
We cannot predict, except within very general limits, the method of attack, or the direction from which it will come. Nor can we foresee what political alignments will further, or militate against, our cause.

We can only know that in peace or war or in the shadowy vale which lies between, each branch of our armed forces has a vital and important mission to fulfill.



SUBMARINES will continue to play an important role in naval warfare. The Navy's keeping hers up-to-date,



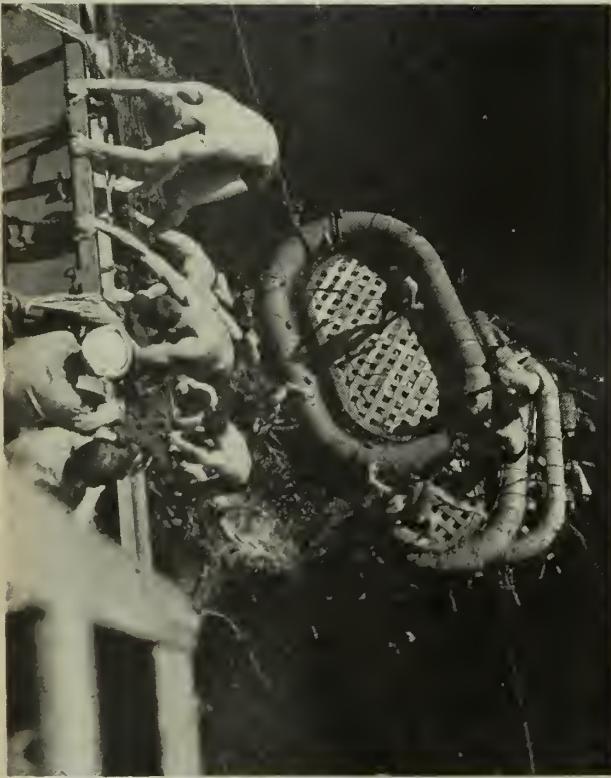


## Not Just for Drill

**T**HE U.S. Navyman has a reputation for speed and savvy when the chips are down. Frequent drilling is one reason. Aboard ship and station the drills for a purpose keep the Navyman in shape for actual emergency conditions.

Incidentally, many ships plan competitive drills among men in the ship. For example, a contest was started on one ship to see which two-man team could get from the bridge to after steering and take over in the shortest time. In any contest between parties or teams aboard ship you will find that the group which "knows its ship" the best will probably stand the best chance of winning. Do you know the traffic routing on your ship?

*Upper right:* Teamwork of "Repair One" men assures their own safety as well as fast action. *Upper left:* Drills paid off when deck gang rescued men overboard. *Left center:* Ship's company practices abandon ship drill. *Lower left:* Sailor on carrier directs his men in actual battle damage scene. *Lower right:* Battlegroup QMs make signal halliards whistle during flag hoist drill.





# Puzzles Help You Learn Jobs You're Fitted For

**W**HERE do I fit? What type of job am I best suited for? How great is my mental capacity? What's my personality?

A research program at NAS Pensacola, Florida, is currently answering these and other questions for hundreds of Navymen and women.

Vocational counseling service is being made available through the Aviation Psychology Laboratory of the U. S. Naval School of Aviation Medicine which is located on the air station. Many of the men receiving this service are of pre-college age and one of the purposes of this counseling is to find out how much they would profit by attending college, or in what fields of work they are best suited, according to their abilities and interests.

Psychologists say there are many reasons why a person is unable to select the vocational field, either in the Navy or in civilian life, most likely to meet his individual requirements and abilities. However, with proper counseling and guidance, after finishing high school and at the college age level, a man can establish career objectives which will make maximum use of his capabilities and interests.

Here are the steps in the Pensacola guidance service. First the student is interviewed. According to research studies in human behavior few people really know what they are like—they can't stand back and see themselves as they really are. The psychologist helps them to do this—first through the interview, secondly through a series of tests, and finally through another interview in which the psychologist discusses the total results of the tests with the individual.

There are several tests to select from, depending on the individual's interview, ranging from defining a blot of ink and assembling blocks to figuring out puzzles. The "battery" may include such basic tests as "Yale Educational Aptitude Tests," the "Strong Vocational Interest Blank for Men and Women," and the "Co-operative General Achievement Tests," to such studies as the "Three Dimensional Block Assembly Test," and the "Minnesota Multiphasic Personality Test."

The time in which a test is com-



**TIMING IS IMPORTANT** in tests to determine individual ability. Here, L. Wondergen, YN3, USN, is clocked on IQ test by LCDR W. F. Madden, MSC, USN.

pleted plays an important part in the determination of special abilities an individual may have.

While there's been a lot of mystery attached to the use of psychological tests, the basic logic behind their use and application is relatively simple. When a student begins to answer the standard questions he is, in reality, comparing his answers to the previously collected answers of a large number of people. If the student should answer the question in the same manner as the people who were successful in a particular field, the implication is that he also will

be successful. And similarly, if his answers approximate those of an unsuccessful group he would probably not be a success in that line, and should seek another.

Probably none of us, or at the most a very lucky few, know just exactly what job we are best suited for. The odds are that we fall into a particular spot not from choice, but from necessity or chance.

The psychologists at Pensacola feel any haphazard method of selection is extremely faulty, and may result in years or even a lifetime in the wrong job.



**PERSONALITY** can be measured by Rorschach 'Ink Blot' test. L. W. Venable, YN2, USN, tells what he sees in a 'blot' to LCDR J. F. Snyder, MSC, USN.





PLEBE CLASS learns that whaleboating teaches basic seamanship, promotes team spirit—and helps build strong muscles.

## White Hats Add a Ring of Blue

**B**OB Johnson, QM3, paused for a moment before entering the gates of the U.S. Naval Academy at Annapolis, Md. Although he had seen the place before, he was seeing it today in a different light. Today it had a special meaning for him—he was about to become a part of it.

After two-and-a-half years in the Navy as an enlisted man, Johnson was getting a crack at a commission. He couldn't help feeling a little proud as he walked through the gates where Nimitz, King and Sampson once walked.

Maybe something of the same feeling was felt by the group of men coming in with him. At any rate, he thought he detected it as they squared their shoulders and lifted their heads a little higher. It was a group of civilians and enlisted men from the Navy, Marines, Air Force and Army—all ready to enter the Naval Academy as part of the "Class of 1957."

Little did Johnson realize that this was to be his last leisurely thought for some time. In fact, if any new "Plebe" actually remembers what happened during those few hectic

days at the Academy he's lucky. The first week, called "Induction Week," passes with such speed that at the end of it the new man is left wondering, "what happened?"

So before he knew it, "Robert E. Johnson, QM3, USN" was officially "logged in" at the Company Office.



ROBERT JOHNSON, quartermaster turned Plebe, grins broadly as he tries on his midshipman's cap.

He was given a quick physical and an even quicker haircut, both reminiscent of his first day at recruit training. Then, after drawing his first issue of equipment from the Midshipmen's Store, he found it was time for the noon meal.

As he marched into the mess hall, Johnson was amazed at the size of the dining quarters. The tremendous hall is capable of serving the entire Brigade of more than 3700 men at one sitting. The men march in and sit down at the tables. The food is brought hot from the galley and served "family style." Sitting down, Johnson smiled. "No more chow lines!" he thought.

After a meal which features sliced ham and potato salad, the men returned to their rooms where a company officer inspected their white working uniforms. Next, Johnson turned to stenciling his name on his clothing and straightening up his new quarters. This gave him a chance to get acquainted with one of his two roommates, William Matney, a former AT striker from NAS Jacksonville, Fla.

When the crew was called out for



infantry instruction Johnson was named as coxswain or "crew leader." This meant that he would be responsible for the 14 men in his "crew."

The infantry instruction was not new to Johnson or the other EMs but it gave them a chance to "brush-up" for the days ahead.

Later that same day the new Plebes were assembled in Memorial Hall to take the "Oath of a Midshipman." Friends and relatives attended the impressive ceremony which was short, simple and effective. Vice Admiral C. Turner Joy, USN, Superintendent of the Naval Academy, welcomed the men to "Plebe Summer" and pointed out the seriousness of the oath in which they would dedicate their talents, their energies and their loyalties, without reservation, to the Naval Service.

Of the total group, there were well over 300 enlisted men who took the oath. Most of them came from the Navy, but as mentioned before, there were also men from the Marine Corps, Army and Air Force.

How did these enlisted men gain admittance to the Academy? What steps did they take to get there?

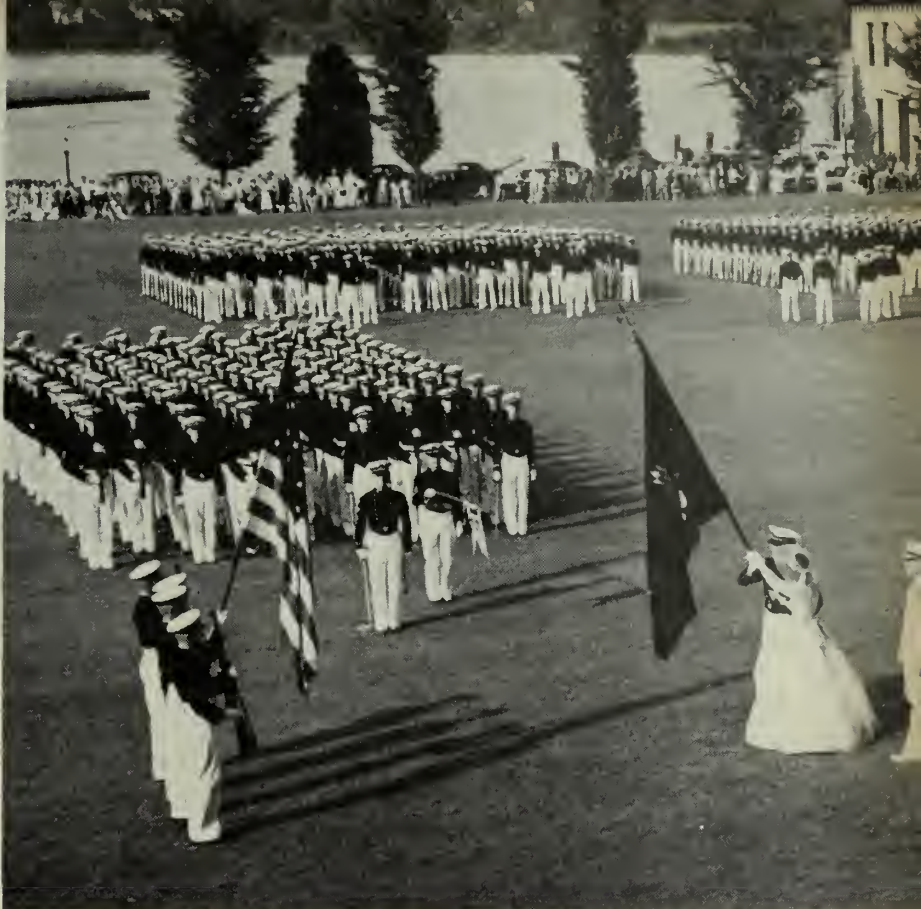
Briefly, there are eight ways in which an enlisted man may become a candidate for the U.S. Naval Academy. But first of all, even to be considered, each enlisted candidate must:

- Be a citizen of the U.S.
- Be not less than 17 nor more than 22 years of age on 1 July of the calendar year in which he wishes to enter the academy.
- Be unmarried and never have been married.
- Be of good moral character.
- Meet the educational qualifications and USNA aptitude tests.

Like Bob Johnson, other navymen who meet the above qualifications and are interested in attending the Academy may seek admittance in the following ways:

- Direct from active duty—Each year the Secretary of the Navy may appoint 160 men from the Regular components and another 160 men from the Reserve components.

Enlisted personnel on active duty usually enter the academy via the Naval Preparatory School at Bainbridge, Md. Application is made to the commanding officer prior to 1 July of any year and if the CO recommends him, the applicant takes



THEY CAME A LONG WAY—First classmen take part in 1953 June Week ceremonies. Below: Plebe class, four years from June Week, undergoes inspection.







MIDSHIPMAN Johnson gets first load of clothing. Right: Company officer passes plate of ham to plebes, family style.

a preliminary examination to compete for appointment to the Naval Academy the following July. The results of this exam and the CO's recommendation are forwarded to BuPers which makes the selections.

Successful candidates are enrolled in the Naval Preparatory School which commences usually in the first week of September. That's where enlisted men like Johnson spent the months before reporting to USNA for a tour of some of the toughest duty in the Navy. This "prep" course helps enlisted men to ready themselves for the Entrance Examination to the U.S. Naval Academy which

is given in March of each year.

The education requirement for active duty enlisted personnel is three years of high school or the equivalent and credit of two years of either algebra or geometry, or one year of each.

Here are the other roads leading to the Naval Academy:

- From inactive duty—Naval Reservists on inactive duty are eligible to apply for entrance to the Naval Academy provided they were members of the Naval Reserve at least one year by 1 July of the year in which they are appointed. Drill attendance must be satisfactory and

they must have performed at least 14 days' active duty for training. Applicants must be recommended by their COs and must meet the same mental and physical requirements as other candidates for appointment. Inactive personnel also are required to take the entrance examination given in March. The same rules apply to Marine Corps Reservists.

- By Presidential or Congressional appointment—The President makes 75 appointments each year from the U.S. at large and an additional five from the District of Columbia. The Vice President and each Senator, Representative and Delegate in Congress is allowed a maximum of five midshipmen at the Naval Academy at any one time. The candidate must qualify physically and must pass the USNA Aptitude Test and entrance examination. If an appointee happens to be an enlisted man on active duty in any of the armed services, he may request to be enrolled in the Naval Preparatory School at Bainbridge, Md.

- NROTC "Contract Students" in NROTC units at 52 designated colleges and universities may apply for competitive appointment to the USNA through their units.

- Honor Graduates of designated "honor schools" (through competitive examinations).

- Other American Republics and the Dominion of Canada may send not more than 20 candidates to the Academy.

- Sons of deceased veterans, if the parent's death can be attributed



LEARNING TO KEEP IN STEP—All Plebes undergo infantry drill as part of their indoctrination course. Later they'll participate in public parades.



to service in World War I or World War II.

• Sons of holders of the Medal of Honor.

But regardless of how they got there, Johnson and the others heaved a sigh of relief when the "oath of midshipman" ceremony was over and they were officially "in." The road ahead was not going to be smooth—but at the end was that commission.

After the ceremony the Midshipmen visited with their friends and relatives or strolled about to get a better look at their new home. The well-kept grounds of the academy sprawled before them. There it was—235 acres along the west bank of the Severn River dotted with 217 major buildings, the hub of which was Bancroft Hall, the midshipman's dormitory.

Bancroft Hall is in itself a small city. In addition to housing all the members of the Brigade it contains tailor and barber shops, a galley and mess hall. There are recreation rooms, sick quarters, dental quarters, a store, post office and even a soda fountain.

Former enlisted men like Johnson have a little edge on many of the new Plebes—they are already familiar with details of military life. Then too, their duty at the Naval Preparatory School at Bainbridge has served to prepare them for life at the Academy.

However, the new men recognize that adjustments must be made to life at the Naval Academy. They face



FOURTH CLASSMEN take a course on 'rapid reading' machines. The ability to read quickly — and understand what has been read — is valuable asset.

squarely and candidly the changes which they must effect when they become midshipmen. They will not lose their own personality but will learn to "get in step" with many others doing the same thing to achieve common goals.

Academy life, Johnson and his fellow midshipmen learn in their first week, will be a rigorous one. They will be busy from dawn until evening.

During the regular school year, the midshipman rises at 0615, prepares himself for breakfast formation 30 minutes later, and begins a day of study, recitation, drills and labora-

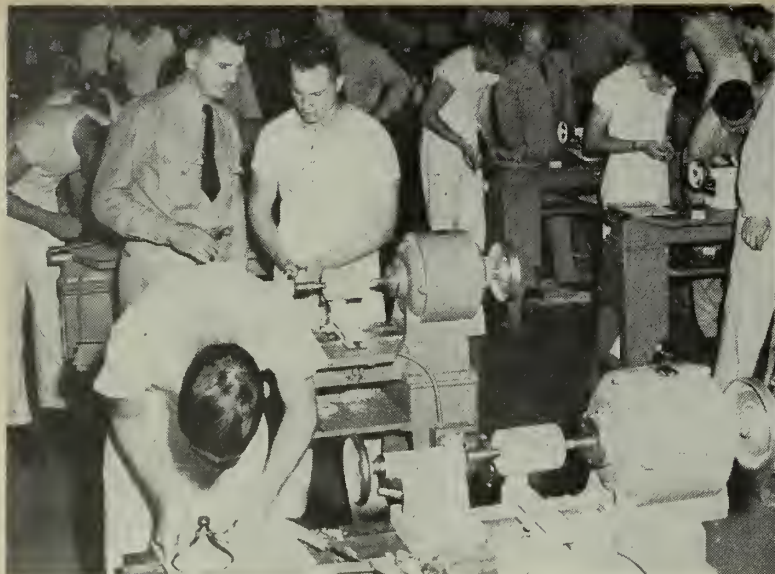
tory work that keep him busy until 1600. He is then free to get into extra-curricular activities and sports, both varsity and inter-company, until 1900. After the evening meal, which is the high point of the day's "social" activity, he returns to academic pursuits for the study hour which ends at 2200. Fifteen minutes later, "Taps" finds him "turned in" for the night.

Watch standing is also a vital part of midshipman training. Every 18 days he is excused from all academic duties to serve on the watch squad, assisting in carrying out the day's routine.



PLEBES swing aboard whaleboats. Right: 'Knockabouts' are ready to shove off for sailing drill during summer training.





NEW midshipmen learn fundamentals of shop work. Right: Plebe Johnson enjoys brief liberty in town of Annapolis, Md.

The week's work comes to a close Saturday noon. The weekend, which ends Sunday at evening meal formation, releases the Brigade from the heavy academic routine. On Saturday afternoons and evenings the midshipman is free to attend inter-collegiate athletic contests and other extra-curricular activities. All classes have liberty in Annapolis Saturday afternoons and the upper three classes enjoy the privilege of Sunday afternoons too. First classmen are allowed occasional weekends out-of-town and may leave Annapolis on holidays. Less frequently, second classmen too are granted the weekend liberty privilege.

An extensive athletic program, in which every midshipman participates, is conducted here. Varsity teams are fielded in almost every intercollegiate sport, and junior varsity and intramural sports programs are conducted throughout the year.

Each midshipman, to be eligible for graduation, must successfully undergo a series of swimming, agility and physical stamina tests. Swimming is an obvious necessity for all naval officers.

During his physical training, the undergraduate learns the techniques of coaching and of conducting physical drills. As a junior officer, he'll have to be able to supervise such activity.

The Academy also gives the midshipman an opportunity for self-expression in a variety of extra-activities. Depending upon his desires, he can develop skill as a yachtman, an

actor, a musician, an artist, a writer, journalist, orator or photographer.

As for the faculty at the Academy, it is composed of both officers and civilians. The over-all ratio is approximately 55 per cent officer instructors (from the Navy, Marine Corps, Army and Air Force) to 45 per cent senior professors, associate professors and assistant professors.

Summers at the Naval Academy are a lot different from summers at the average college or university. It is during the summer months that the midshipmen put into actual practice the "book learning" they have had during their academic year. Even their first or "Plebe Summer", which Johnson and his buddies just

completed last month, plays an important part in Academy life.

During Plebe Summer the midshipman first encounters life at sea when he learns at first hand to manage boats under sail on Chesapeake Bay. After instruction and qualification, he sails in a series of races. He pulls an oar in a whaleboat, learns to tie knots, learns to signal and is instructed in nautical nomenclature.

In their introductory course during Plebe Summer, midshipmen get acquainted with the capabilities and limitations of basic weapons of combat: the rifle, carbine, pistol and sub-machine gun. They are given plenty of time on the rifle range.

An introduction to the nomenclature and study of marine and mechanical engineering, exposure to basic shop practices and a series of introductory lessons in descriptive geometry also occupy them during Plebe Summer.

They fly a little during their first summer, one flight in primary trainers and one in patrol type aircraft. The flights are preceded by ground instruction in aircraft nomenclature, aircraft equipment and safety precautions. This is only familiarization, not pilot training.

During subsequent summers the midshipmen are embarked on cruise ships for tours of three months' duration at sea and in foreign ports.

Each year, near the end of May, a force of carriers, battleships, cruisers, submarines and destroyers steams up Chesapeake Bay and an-



HONOR MAN for Class of 1953, Carlisle A. H. Trost is now an ensign serving on a Navy destroyer.



chors in the roadstead off the Naval Academy. Once on board these ships, the midshipmen fill regular billets, learning firsthand the duties of petty officers and seamen as well as those of junior officers.

The first cruise (during "Youngster Summer") is designed to introduce the midshipman to life aboard a man-of-war. He is assigned a battle station in a turret, or at an anti-aircraft gun, and becomes a member of the Damage Control Party. In addition, he stands "instructional watches." Interspersed with drills, gunnery and watches are periods of scrubbing decks, cleaning boilers and overhauling machinery.

As second classmen, midshipmen get an "Aviation Summer." Part of this period they spend in the aircraft carrier component of the fleet as members of the carrier's air groups and in the ship's organization. During the time in the air squadrons, the midshipman flies as a passenger in a torpedo plane or dive bomber, takes off and lands on the flight deck and goes along on a couple of training missions.

Second class summer starts with a short period of indoctrination in amphibious warfare. This is followed by a major amphibious operation carried on in conjunction with a class of cadets from the U.S. Military Academy at West Point, N.Y. During this operation, known as "Camid" (for "cadet-midshipman"), the future officers embark in attack transports and various types of landing craft used in amphibious warfare.

At sea the training includes anti-aircraft firing on towed and "drone" targets, blimp landings on the carriers, simulated submarine attacks, use of helicopters in detecting and tracking undersea vessels, air strike operations, battle problems and underway fueling of the carriers by tankers.

Two weeks are spent at Annapolis in air theory studies, including aeronautics, navigation, electronics, aircraft maintenance and safety. Midshipment will also learn to fly basic N3N trainers and work out navigation problems in PBM amphibians.

The program of the third and last cruise is planned to project the midshipman into the sphere of duties, responsibilities and leadership required of the junior officer. This cruise, made in battleships, cruisers or destroyers provides the opportunity to take charge of a group of



RELIGIOUS activities form a part of every Midshipman's life. Church services are held regularly in the impressive chapel at the Naval Academy.

midshipmen to direct them in routine shipboard duties, and to navigate at sea.

In the summer following his last year at Annapolis the midshipman embarks on his final and most important "cruise" from the Academy. This time he takes with him a diploma, the degree of Bachelor of Science and a commission in the Naval Service. He also takes with him the knowledge he has acquired in four years at the Academy and the techniques of leadership, seamanship and friendship.

His "college days" are over. His naval career has begun.

But for Bob Johnson and the other members of the "Class of 1957" these college days are just starting. They have completed their Plebe Summer and embarked on an academic cruise that will take them through four years of intensive study highlighted by the summer cruises described above. It will never be easy duty, but it will be some of the most rewarding—when it's all over they will have that stripe of gold!

—Ted Sammon.

**GREAT DAY!** It's a tradition for ex-midshipmen to toss their hats into the air in huge Dahlgren Hall after they finally earn their stripes of gold.





# Here's Summary of Navy Shipbuilding Program

THE shipbuilding program of today's Navy reflects the changing weapons and techniques of naval strategy that come about as the U. S. Navy moves to keep pace with modern developments.

To be sure, the modernization of a fleet doesn't happen overnight. But in the few years since World War II significant changes have been made.

For example, much post-war emphasis has been placed on the construction of prototypes. By doing this, the Navy can go ahead and build one ship of a particular design, test it, evaluate it and draw its conclusions. Then, if the need arises for a large number of these ships, the plans are ready and shipbuilders can start work almost at once.

Briefly, here are some of the post-World War II trends in U.S. Navy ship construction:

- The new heavy attack carrier, *uss Forrestal* (CVA 59), is in sharp contrast to the veteran carriers of the *Essex*-class and the later *Midway*-class. The years since World War II have seen great developments in aircraft, the most notable being jet propulsion. The large carrier *Forrestal* was designed to handle the new and larger jet planes.

- In the cruiser category a tactical command ship, *uss Northampton* (CLC 1) joined the fleet this summer. It will serve as a flagship for the commander of a task force. It has the speed to keep pace with carrier task forces and a hull affording more protection to its vital equipment than did its AGC predecessor.

- Two guided missile ships are also included in the cruiser category — *uss Boston* (CA 69) and *uss Canberra* (CA 70). Demonstrating how

the Navy matches its ships to the weapons they carry, these two heavy cruiser conversions are scheduled to join the fleet at the same time the guided missiles they are designed to carry become available.

- Five new destroyer leaders are scheduled to join the fleet this year — *uss Norfolk* (DL 1), *uss Mitscher* (DL 2), *uss John S. McCain* (DL 3), *uss Willis A. Lee* (DL 4) and *uss Wilkinson* (DL 5). These ships are the largest destroyer-type ever built. Powered by high-pressure steam propulsion and equipped with the latest armament and electronics gear, these ships will serve as screening vessels for fast carrier task forces.

- Three new destroyers of the DD 931 class are being built. Among the characteristics of these prototypes are up-to-date anti-submarine armament and improved habitability.

- An experimental ship, *uss Timmerman* (EDD 828) that is a testing ground for radical advances in both main propulsion and electrical installations. *Timmerman* is not meant to be a prototype. Exact "look-alike" sister ships will never be built. *Timmerman's* value to the Navy will lie in lessons to be learned from weight-reducing, speed-increasing trials to be conducted.

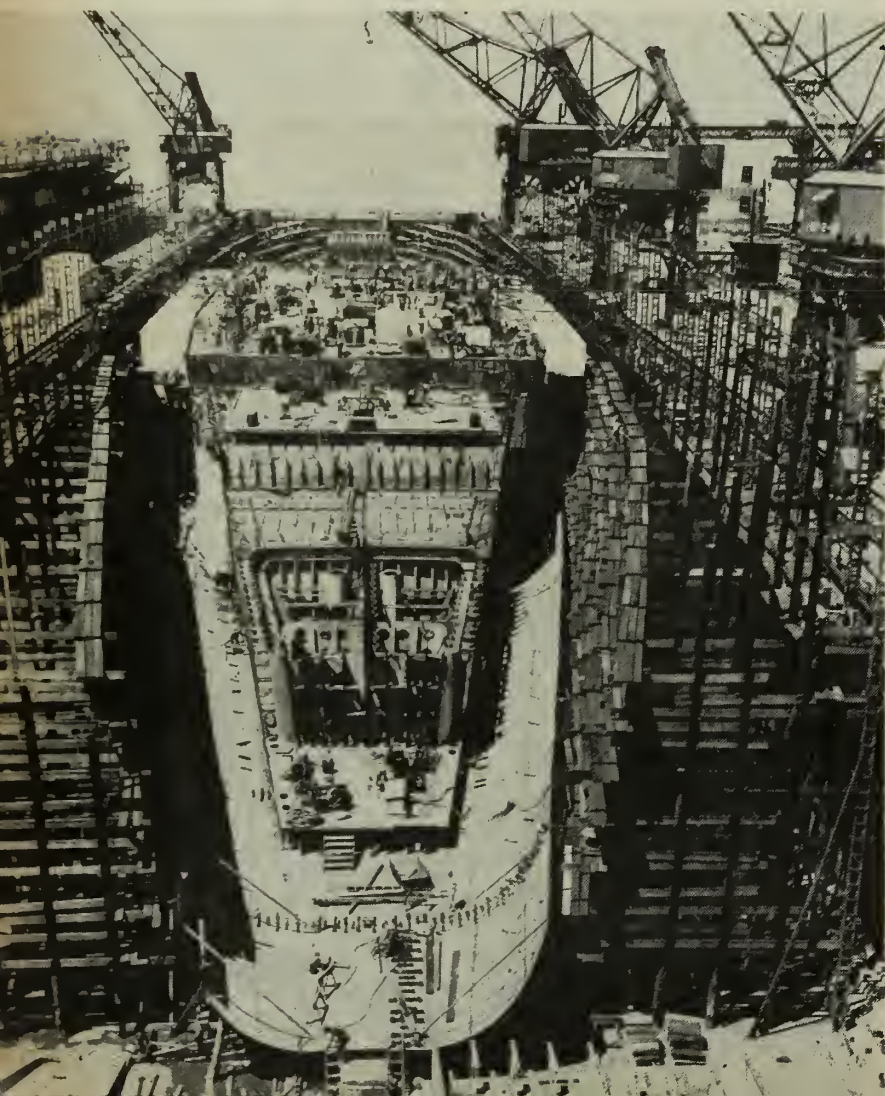
- There are also numerous destroyer and escort vessel conversions. For example, a group of *Gearing*-class (DD 710) destroyers are undergoing conversion to radar picket destroyers (DDRs) to extend the range of operating task forces. The installation of a 3"/50 battery for improved antiaircraft effectiveness and improved anti-submarine warfare equipment are further examples of the important DD and DE conversions underway.

- *uss Dealey* (DE 1006) presents a new design for escort vessels. The improved performance of submarines (especially their increased speed) created the need for this new design which can be utilized for multiple production in the event of its need.

- Five new fleet submarines of the *Tang*-class have been completed.

- Two nuclear-powered submarines, *uss Nautilus* (SSN 571) and *uss Seawolf* (SSN 575) will act as "guinea pigs" to enable BuShips experts to study first-hand techniques and compounds necessary for economic nuclear propulsion.

USS FORRESTAL (CVA 59), scheduled to join the fleet in 1955, is a-building. Construction on second deck level below hangar deck is now in progress.





- Radar picket submarines, both new construction and conversions are also being added to the fleet. These ships are designed to participate in the planned network of facilities which will provide early warnings in the event of enemy air attack.

- Three new submarines of the anti-submarine type (SSKs) have already been delivered to the fleet. Conversions of several submarines to killer types are also underway.

- The submarine program also includes the 250-ton SSTs designed for target and training duty, an experimental auxiliary type sub of 1200-tons and a 25-ton midget submarine.

- A new line of auxiliary submarines recently converted from World War II subs include cargo carriers (SSA), oilers (SSOs) and troop carriers (ASSPs).

- A total of 246 minesweepers of wooden construction and equipped as far as practicable with non-magnetic components will be delivered to the fleet as well as to Allies abroad.

- An inshore fire support ship (IFS 1) is a new design developed to perform the task assigned to the converted LSMRs in World War II.

- In line with modernizing the fleet, several auxiliary ships have been converted to AFs, AKs and an AOR. The latter, a conversion of the ex-German *Dithmarschen*, now *uss Conecuh* (AOR 110) will test a theory of "one-stop replenishment," in that it will carry everything necessary to supply a ship, including stores, ammunition and fuel.

- Another important auxiliary type is the new icebreaker *AGB-4*. The *AGB-4* will incorporate improved features and serve as a prototype.

- In the landing craft types, several new and improved LSTs and LSDs are being built. The new designs incorporate improved carrying capacity to match the equipment the ships will carry.

- Progress has also been made in the field of plastic construction. This is of particular interest in the small craft field where a program is underway to develop and utilize plastic construction in hull and interior.

The above ships might safely be called the "present day" ships of the future. Construction of these vessels is being carried out to keep pace with scientific advances in modern warfare.



### Divers Speed Repairs

Broken propellers or underwater fittings on submarines at Key West, Fla., once meant time spent in dry-dock or on a marine railway.

Now a crew of 10 Navy divers, based on *uss Howard W. Gilmore* (AS 16), tackles these jobs, with the help of hand wrenches, cranes and explosives. In a matter of hours they can switch 2800-pound 'screws' on a submarine.

Here's part of their story in photos: Four divers, wearing regulation outfits by the way, prepare to go below from stern of submarine to replace propeller (top). Damaged 'screw' is brought onto pier (center). Divers lower new propeller into water beside submarine (below).





# Missiles to Fly from Submarines, Carriers

**A**N indication of the advances being made in the field of guided missiles is the news that the Navy has a hard-hitting, swept-wing missile which can strike at supersonic speeds from launching devices installed on submarines, surface vessels or at shore bases.

The new missile, named the *Regulus*, after a bright star in the constellation Leo, looks and acts like a small, pilotless jet fighter plane.

The cigar-shaped body is about 30 feet long. On both sides of the fuselage, powerful rockets six feet in length shoot the missile high into the air from the launching rack. When the rockets burn out, *Regulus* is propelled by its own jet engine.

Test and training versions of the missile have been equipped with a tricycle landing gear and parachute brake that enable them to be recovered after each flight. The landing gear allows the missile to be set down gently and the parachute brake brings it to an easy stop.

This recovery feature will permit the training of operators in launching and guidance techniques at low cost since the missile may be used over and over again. It will also come in handy when *Regulus* is used as a high-speed drone target for other guided missiles or antiaircraft guns.

When the missile is used for war purposes it will have no landing gear or parachute brake since recovery will not be necessary. However, the war missile will have something the training missile does not have — a powerful warhead that will carry destruction to the enemy.

One submarine has already been



USS TUNNY (SSG 282) has been rigged with launching rack and topside tank to handle *Regulus* guided missile. The submarine also has a new snorkel.

equipped to handle the new missile — *uss Tunny* (SSG 282) — which was recommissioned on the West Coast this March. It has been rigged with a launching rack and a topside tank that holds one or more *Regulus* missiles. The converted World War II sub has been further modernized by the addition of a snorkel (underwater breathing tube) and a streamlined hull and conning tower.

To launch *Regulus* a small group of officers and enlisted men from *Tunny* have been specially trained for the past year at the Naval Air Missile Test Center at Point Mugu, Calif., in the operation and maintenance of the missile.

Launching installations for *Regulus* can also be set up in a short time on several other types of vessels at very little cost and with only slight modification to the ships themselves. In addition to *Tunny*, other vessels that have already launched *Regulus* missiles are the seaplane tender *uss Norton Sound* (AVM 1) and the air-

craft carrier *uss Princeton* (CVA 37).

After the missile is fired from a ship or submarine (or from land) it may be controlled by an accompanying plane, from the mother ship or from a land installation.

The evolution of *Regulus* goes back to the beginning of the Navy's guided missiles. Prior to 1936 for example, the Navy initiated several projects to fly aircraft by remote control. Up to that time these projects met with varying degrees of success but for reasons of weight, lack of dependability and cost, the missiles remained generally in the developmental stage.

In 1936, however, the Navy's Bureau of Aeronautics undertook the development of a life-sized remote control target airplane to provide a means of testing the effectiveness of the fleet's anti-aircraft defenses. The target drone was a success — and in October 1938 the first radio-controlled target aircraft was made available for fleet firings.

*REGULUS* is launched from USS *Princeton* (CVA 37). Right: The guided missile soars skyward in test flight.





# LETTERS TO THE EDITOR

## Convalescent Leave Not Charged

SIR: What are the regulations concerning convalescent leave from a naval hospital?—P.E.S., SKC, USN.

• Regulations concerning the granting of sick leave are contained in Art. C-6210 and Art. C-6306, BuPers Manual.

Sick leave, as defined by these articles, is leave granted for convalescent purposes to officers and enlisted men on the sick list who have not recovered to the extent of being fit for active duty, but are no longer in need of immediate active treatment, provided the granting of such leave can be expected to hasten their recovery and return to duty.

These articles also state: (1) Thirty days is the maximum amount of sick leave that may be granted a patient by the commanding officer of a naval hospital in the continental U.S.; (2) other sick leave may be granted only by the Chief of Naval Personnel, normally upon the recommendation of the Bureau of Medicine and Surgery; and (3) valid sick leave is not chargeable as leave.—Ed.

## Is Service-Wide Exam Required?

SIR: Is it possible for a man to be advanced in rate by his commanding officer without taking the competitive service-wide examination?—P. M. V., YNTSN, USNR.

• Advancements in rate to pay grades E-2 and E-3 may be effected by commanding officers without participation in service-wide competitive examinations.

However, in accordance with present advancement procedures, successful completion of a service-wide competitive examination is an eligibility requirement which must be fulfilled in order to be considered for advancement to pay grades E-4, E-5, E-6 and E-7.—Ed.

## Stating Preference for Next Duty

SIR: I would like to know the procedure for requesting duty in an F3D Skynight squadron and what would be my chances of getting this duty?—W. L., AT3, USN.

• When you complete your present tour of shore duty and are made available for assignment to sea duty, you may state your preference for your next sea duty assignment. BuPers does not normally assign personnel to a specific duty station, however. Personnel are made available to Distribution Commanders (ComAirLant, ComAirPac) who in turn make the ultimate sea duty assignments.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Salutes to Officers, Midshipmen

SIR: A group of us would like to know if the following persons rate a salute from enlisted personnel in the Navy: Warrant Officers (as distinguished from commissioned warrant officers), Naval Academy midshipmen, NROTC midshipmen, high school cadet officers.—J.R.D., LI3, USN.

• All uniformed men and women in the Armed Forces salute commissioned and warrant officers of all branches of the Armed Forces, including the Coast Guard. In addition, salutes are given officers of foreign armed forces, officers of the Coast and Geodetic Survey and Public Health Service when they are serving with the U.S. Armed Forces. Midshipmen of various categories are also saluted. High school cadets, however, are not saluted.—Ed.

## 'In Commission' and 'In Service'

SIR: I am writing for clarification of Article 2002(b) of Navy Regs. It deals, in part, with the inactive status of vessels and service craft. Two troublesome terms are "In commission, in reserve" and "In service, in reserve."

Since reporting to the Reserve Fleet, I've heard much discussion about the exact status of our ships, but I've yet to hear a clear definition of the above terms.—F. E. W., Jr., PN1, USN.

• Generally a ship is considered "in commission" if she is authorized to fly a commission pennant or a personal flag or command pennant of a commissioned officer of the Navy. On the other hand, there are several hundred small vessels and service craft in the Navy which have a warrant officer or enlisted man serving as "officer in charge," "boat captain" or "skipper." These vessels and craft are carried on the books as "in service" rather than "in commission."

No specific rule can be given that can be applied to all cases for all vessels. In general, though, a ship that is "in commission, inactive status" is one that would be eligible to be in commission if in an active status. The same rule would apply to an "in service" vessel or craft, whether they are in "active" or "inactive" status.—Ed.

## Physical Disability Retirement

SIR: Your article on retirement in ALL HANDS, February 1953, is very informative, but there are a couple points I should like you to clear up. First, please name the official publications relating to the retirement for physical disability of Regular officers, especially with regard to percentage of disability allowed by the Veterans Administration.

What is the Navy's policy regarding an officer having 10 per cent physical disability which is determined service-connected? Could he be retired without pay or would he just be discharged? Would he be eligible for any retirement benefits?—R. L. V., LTJG, USN.

• For the latest word on retirement or separation for physical disability refer to BuPers Inst. 1850.3 of 24 Mar 1953. Physical retirements of all personnel, officer and enlisted, Regular and Reserve, are now governed by the Career Compensation Act of 1949, Public Law 351, as amended (81st Congress).

It is suggested that you contact the Veterans Administration directly to obtain information you might desire regarding the disability percentages allowed by that agency.

Any member of the uniformed services who meets all the conditions for retirement set out under Public Law 351, except that his disability is less than 30 per cent, may not be retired for physical disability unless he has completed 20 years of active service. If he has less than 30 per cent disability and less than 20 years' service, he will be discharged in accordance with the law, and receive severance pay in an amount equal to two months' basic pay of the rank or rate serving in at the time of retirement, multiplied by the number of years of active service. Fractions of more than one-half year of active service count as a full year.

Any member of the armed services who has completed 20 years of active service, who meets all the conditions for physical retirement, except that his disability is less than 30 per cent, shall be retired and entitled to retirement benefits.—Ed.

## No Dividends for Waived Policies

SIR: During my World War II service I took out a National Service Life Insurance policy. About a year ago I waived payment of premiums on this policy. I've been expecting to receive insurance dividends on this policy, but so far, none have come. Why is this?—R.U.D., QMS1, USNR.

• NSLI policy holders do not receive dividends during the period when such premium waiver is in effect.—Ed.



## Hartford Has a History

SIR: My father was a crewman on USS Hartford in 1903-04. "It was quite a ship," he tells me. I wonder if you'd give a little run-down on her history in ALL HANDS.—J.H.B., LCDR, USN.

• "Quite a ship" is putting it mildly. The old Hartford has had a career few ships can beat. Originally a steam sloop of war, she was built at the Boston Navy Yard and was launched in 1858. Her dimensions: length 225 feet; beam 44 feet; draft 16 to 17 feet; displacement 2900 tons (later reduced to 1990 tons). Her armament varied from time to time, but a typical outfit (one of 1863) would be one 45-pound Sawyer, two 30-pound Parrott rifled guns and 24 nine-inch Dahlgrens.

Her first cruise was a long one—from Boston to Hong Kong by way of the Portuguese Madeira Islands and the Cape of Good Hope. She served in the Far East until mid-July of 1861 as flagship for the East Indian Squadron.

In January 1862 she was at the Philadelphia Navy Yard being fitted out for Civil War action and for service as flagship of the West Gulf Blockading Squadron under Captain David G. Farragut. April 18th to 24th saw her bombarding forts on the Mississippi River below New Orleans. The next day New Orleans surrendered. She then went upstream to engage in the bombardment of Vicksburg and Port Hudson.

In August 1864—after an extensive overhaul at the New York Navy Yard—she was back in service at Mobile Bay. It was here that Rear Admiral Farragut ran his ships through the anchored mines (then known as "torpedoes") and after hard fighting in the bay accepted the surrender of the enemy squadron and the fort.

For the next three years Hartford's career was rather uneventful, but in

January 1867 she and USS Wyoming sailed for Formosa. There an 181-man landing party inflicted punishment on a group of natives who had murdered the entire crew of the American bark Rover.

Back to the U.S. she then went, and was placed out of commission at New York for four years. In 1872, back in service, she went again to the East Indies. This duty completed, she served on the North Atlantic Station as flagship from 1876-77. Then followed two years as flagship of the South Atlantic Squadron.

In 1882 she began a long tour of Pacific duty. She sailed for the Caroline Islands with a scientific expedition, by way of Cape Horn and then to the Hawaiian Islands, where the king came aboard. She served as flagship of the Pacific Squadron until 1886 when she went out of commission at the Mare Island Navy Yard. The following year she was entirely rebuilt and bark-rigged. Her tonnage was upped to 2790 and she was fitted out as a training ship for recruits.

Recommissioned in 1889 for training service, she sailed for the East Coast and then made a cruise to Northern Europe in 1901. From then until 1906 she cruised in many parts of the world. From 1907 to 1911 she served as a practice ship for the Naval Academy midshipmen.

Station ship duty at Charleston, S.C., was her assignment from 1912 to 1926. In that year she was decommissioned at Charleston but remained there until 1938 when she was brought to the Washington Navy Yard. She remained there until 1945 when she was towed to the Norfolk Navy Yard.

Now carried on the books as an unclassified miscellaneous (IX), the 96-year-old ship lies in caretaker status alongside a wharf at the Portsmouth (Va.) Naval Shipyard.—ED.

## Marking Clothing

SIR: One of the points the CPOs at the Naval Training Center drove home was the importance of stencil-marking seabags and clothing. I agree that bags and clothes should be marked with a man's name for identification, but I can't see any value in including his serial number.—E. J. F., SA, USNR.

• Prior to 1944 enlisted men's articles of clothing were marked with the owner's name only. However, during World War II thousands of seabags and clothing items accumulated at railroad baggage rooms, Naval Supply Depots and Receiving Stations because they were not identifiable in any way. This was due to lack of sufficient markings. The owner's last name and initials were not enough. In most cases there were men with the same surname and initials.

Loss of personal effects during transfer naturally caused hardship on the loser. It also caused avoidable expense to the individual and resulted in immobilization of men at Receiving Stations while a search was conducted for the missing articles.

Hence, the name and number both.—ED.

## Obligated Time for UDT Training

SIR: The January 1953 issue of ALL HANDS stated that personnel selected for UDT training must volunteer for his duty and have a minimum obligated service of 18 months remaining when they enter training. ComServPac Inst. 1510. 4A requires that men requesting UDT training have a minimum of 24 months obligated service upon completion of training. Which is correct?—R. J. B., PN3, USN.

• Both are correct, depending on where you are located. Commander Service Force, Atlantic Fleet requires 18 months obligated service upon commencement of training at UDT training school for personnel in the Atlantic Fleet. Commander Service Force, Pacific Fleet, requires a minimum of 24 months obligated service upon completion of training at UDT training school for personnel in the Pacific Fleet.—ED.

## On-the-Job G.I. Training

SIR: Under the Korean GI Bill I am entitled to training and I'd like to train on-the-job. Are there any time limits set for this training?—V. L. G., TN, USN.

• Yes there are. These limits vary, however, depending on whether the training is the usual on-the-job type, or an apprenticeship. For the former, and under the law, the job you are training for must require a period of training of not less than three months and not more than two years.

The time limits for a period of apprenticeship, however, extend for as long as your GI-entitlement of this type runs. Under the Korean GI Bill this is a 36-month maximum.—ED.



LAUNCHED in 1858, USS Hartford had a long, varied career. The 96-year-old vessel, once skippered by Farragut, is now moored at Portsmouth, Va.



### MSgts Eat in CPO Mess

SIR: Several of the CPOs at our overseas station believe that in accordance with Art. 1845 of Navy Regs (Change 2), Marine technical sergeants are not authorized to use Chief Petty Officers' Messes ashore.

We base our opinion on the fact that the previous wording of Art. 1845 said, in effect, that CPO Messes ashore would be operated in the same manner as CPO Messes afloat. (When aboard ship, TSgts were, and are, authorized to subsist with the CPOs.) But under the new wording, however, CPO Messes ashore "shall be operated in accordance with regulations promulgated by the Chief of Naval Personnel . . ." BuPers regulations regarding the CPO messes ashore appear to limit this facility to Grade E7 personnel.

The question is brought up because a number of station POIs resent the fact that TSgts take their meals in the CPOs' mess while they, the POIs (who are of the same pay grade as TSgts) have to take their meals in the general mess.—J. A. D., PNC, USN.

• Two pertinent statements from BuPers Regs for CPO Messes and EM Clubs Ashore (NavPers 15,800) are Articles 102(d) and (e). The former states that "personnel of the other services attached to naval stations and naval commands for duty are to receive privileges equivalent to those enjoyed by personnel at activities in question."

The latter states: "The extension of privileges to other personnel of the armed services will be limited to the existing facilities and will be in accordance with the judgment of the commanding officer."

The word "equivalent," as used in Article 102(d), is interpreted as meaning that only armed forces personnel of pay grade E-7 are entitled to the use of CPO messes ashore. The Chief of Naval Personnel feels that to do otherwise would be to reduce the perquisites and prestige which accrue to chief petty officers. These added privileges are of great value in maintaining the importance of their station in the naval service.

Technical sergeants, being in pay grade E-6, therefore would not eat in the CPO mess at a naval station.—ED.

### Largest Submarine Ever Built

SIR: What was the largest submarine ever built? Some say the French sub *Surcouf* was the largest and others that the *USS Argonaut* was the biggest.—H.S.D., ENC (SS), USN.

• Sorry, it was neither one. The Japanese submarines I-400, I-401, I-402, authorized in 1942 and laid down in 1943, were the largest ever built. They were of 5220 tons displacement and were 400½ feet long. They had a surface speed of 18.7 knots and a submerged speed of 6.5 knots. Armament

included one 5.5 inch gun, eight 21-inch torpedo tubes and 25mm AA guns. Three seaplanes could also be carried.

*Surcouf* came close through. Here are her specifications: 2880 tons surface displacement; 361 feet long; surface speed 18 knots; submerged 10 knots; able to carry one seaplane.

*USS Argonaut* (APS-1), formerly (SS-166), was the largest sub ever built in the U.S. Completed at the Portsmouth (N.H.) Naval Shipyard on 10 Nov 1927, *Argonaut* had an overall length of 381 feet, a beam of 33.8 feet and displaced 2170 tons surfaced and 4080 tons submerged. Her diesels developed 3175 horsepower good for a speed of 14.6 knots. Her motors drove her at a maximum speed of eight knots submerged.

*Argonaut* was primarily a minelaying submarine and carried 60 mines when so employed. She had two 6-inch deck guns, one mounted forward, the other abaft the conning tower, and four 21-inch torpedo tubes in the bow.

*Argonaut* and her entire 90-man complement were lost to enemy action between *Lae* and *Rabaul* on 10 Jan 1943.—ED.

### Failure to Receive NSLI Dividend

SIR: Could you give me any information on the NSLI Dividend that was paid for the period of 1948 to 1951? I applied for the dividend but never received a check or answer.—H. C., BM1, USN.

• If you haven't received your dividend check at this time, it is suggested that you write to: Director of Insurance, Veterans Administration, Washington 25, D. C., stating that you have applied for your 1951 dividend and requesting the status of that application. It is important that you include in your letter, your full name, serial number and policy number (if known).—ED.

### Applying for ED Designation

SIR: I am a Regular (commissioned from an NROTC Unit) on active duty. Can you tell me how I can obtain Ordnance Engineering Officer duty? Are there any openings for Regulars in this type duty or could a Reserve on active duty transfer to this type duty?—C.B.R., LTJG, USN.

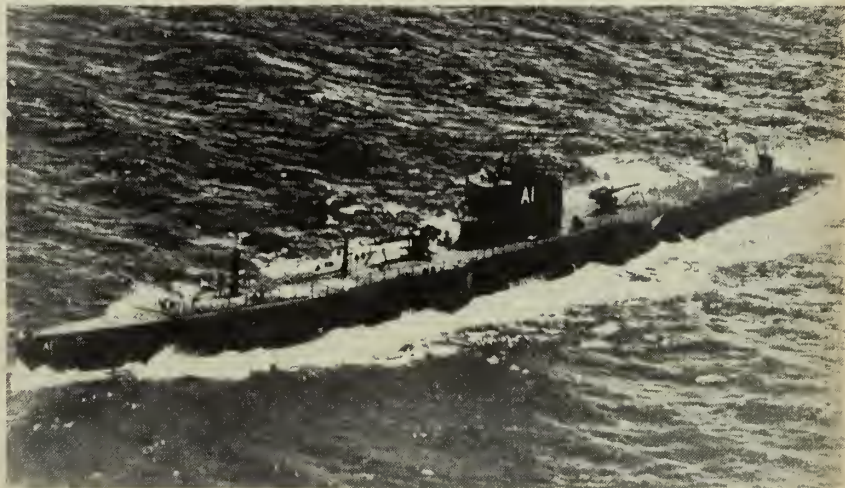
• In accordance with BuPers Inst. 1520.5A line officers of the Navy commissioned from NROTC Units, and who have not been selected for retention as career officers, are not eligible for designation for Engineering Duty (Code 1450).

However you may apply for designation ED after you have been selected for retention as a career USN officer, provided you are eligible in accordance with directives then in force. If you are not selected for retention or do not apply, you will be commissioned in the Naval Reserve upon completion of three (3) years' active service. Upon acceptance of the Reserve commission, you may apply for change in designation from 1105 to 1455, while in an active or inactive duty status.—ED.

### Fleet Reserve Instructors

SIR: What is the BuPers policy on retaining Fleet Reservists on active duty as BuPers-assigned instructors?—H.J.R., EMPC, USNFR.

• They may, if they so volunteer, be retained on their present assignment as instructors up to a period of two years beyond their present tour of obligated active duty service. If at any time during an authorized period of retention on active duty, the Bureau determines that their services are no longer required as instructors, a different condition prevails. They will be given an opportunity to remain on active duty for general assignment or to be released to inactive duty.—ED.



LARGEST U.S. SUBMARINE—*USS Argonaut* (APS 1) had an over-all length of 381 feet, a beam of 33.8 feet and displaced 4080 tons when submerged.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• 19th Naval Construction Battalion—World War II veterans of this outfit are scheduled to have their annual reunion at the Hotel Bradford, Boston, Mass., on 17, 18 and 19 September. Details may be obtained by contacting Kenneth R. Pike, 965 Broad St., W. Lynn, Mass.; or George Winterling, 23 E. Orange St., Lancaster, Pa.

• North Sea Mine Force Association—The 12th Annual Reunion will be held at the Hotel New Yorker, New York, N. Y., on 8, 9 and 10

October. For further information, contact Jacob J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y.

• uss LST 755—Officers and enlisted men who served aboard this ship and are interested in a reunion, to be held at a time and place designated by mutual consent, contact Rev. Donald E. O'Dell, 1655 Waynesburg Rd., S.E., Canton 7, Ohio.

• uss LCI (M) 673—All hands interested in a reunion, to be held at a time and place still to be decided, may contact John H. Norton, New Clappett Building, 1559 Post Road, Fairfield, Conn.

• uss LSM 378—Those men who served in this ship and are interested in a reunion, contact Paul J. Martin, 17 Humphrey St., Lowell, Mass.

## Big BBs That Were Not Built

SIR: Looking over the "War" (1942) edition of Fahey's *The Ships and Aircraft of the U.S. Fleet*, I noticed that five "super battleships" of the *Montana* class were to be constructed. Evidently they were never completed. What became of them?

Once I heard that the three CVAs of the *Midway* class were constructed on the *Montana* hulls. Any truth to this?—J. B. O., BMC, usN.

• The *Montana* class BBs were never even started. In fact, their design and contract plans were set aside and abandoned even before they were fully drawn up. One official statement about this action was "... the construction of the five great ships of the *Montana* class has been abandoned as it is considered that the material and labor which they would have absorbed could be better devoted to more urgent needs."

*Midway*, *Coral Sea* and *Franklin D. Roosevelt* were built from the ground up as aircraft carriers and did not utilize the hulls of any suspended ships.—ED.

## First Allowance for Dependents

SIR: What year did enlisted men first begin receiving allowance for dependents?—J. D. R., MMC, usN.

• Enlisted personnel of the pay grades PO3, PO2, PO1, and CPO first received family allowance by authority of Public Law 625, 77th Congress, approved 25 June 1942. On 1 Oct. 1943, this law was amended to include all enlisted members of the armed forces. Prior to 1942, Public Laws 783 and 872, 76th Congress, authorized EMs of the upper three pay grades to draw a monetary allowance in lieu of quarters on behalf of their dependents but were not entitled to receive family allowance benefits.—ED.

## Saluting the Quarterdeck

SIR: (1) I wonder if this statement in our station paper is correct. "A person coming aboard or leaving a ship between evening and morning colors renders just one salute. This is to the officer of the deck. There is no custom in the Navy of saluting a quarterdeck or flagless flagstaff."

(2) Is it correct to say "He serves on a ship" or is it "he serves in a ship?"—D. M. B., BM3, usN.

• For the past few years it has not been required to salute the national ensign (the quarterdeck, in other words) if you arrive on the quarterdeck between evening and morning colors. This change in an old custom was decided change was decided upon by the Navy Regulations Board in 948. The OOD, however, continues to be saluted each time a Navyman boards or leaves a ship regardless of the hour.

Whether to say "in a ship" or "on a ship" is a matter of writing style. According to a well known naval historian, however: "A sailor serves or fights in and not on a ship; if you use on, it must be accompanied by board."

You'll notice that most ship and station newspapers follow this style, saying "he serves in uss Blue or "he serves on board uss Green."—ED.

## Ribbons on Dress Blues

SIR: What's the regulation for enlisted men's and women's dress blue and dress white uniforms, other than chief petty officer's, for wearing of the sewed-on type of service ribbons?—D.H.S., YN2, usN.

• Ribbons may be sewed on uniforms or arranged on a bar or bars to be attached to the uniform in accordance with Art. 1520.3 of the Uniform Regulations. 1951.—ED.

...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

### Maybe You've Seen This Flag Too

SIR: Would you print some information about a flag called the "What the Hell flag?" I've tried to convince the sailors at this station that there is such a flag but they won't believe me. I knew I saw one flown once, however, on USS *Hugh Purvis* (DD 709).—J. B. W., Jr., SN, USN.

• A "What the Hell flag" is carried in flagbags of certain ships but is used more for laughs than for operational purposes. The flag is unique, consisting of such designs as bolts of lightning, pinwheels, exclamation marks, question marks, or exploding bombs. The designs are usually of a dark color. They are sewed on a light background.

The flag might be run up by one ship when another ship falsely displays a signal. For example, if a ship should signal "we are airing bedding" when actually it is holding a man overboard drill. Another occasion might be when the officer in tactical command of a group of ships observes one of his ships performing an unorthodox maneuver.

The flag is usually a product of the bunting repair QM's ingenuity, since it is up to him to sew it together from scraps. Naturally no official authority exists for the flag but it is flown now and then from ships whose commanders like to mix a little humor—when applicable—with their operations.—ED.

### Time-in-Grade for Advancement

SIR: I was reduced in rate from BM3 to BMSN in August 1952. I was fully qualified in accordance with Art. C-7205 and C-7212, BuPers Manual, to take the service-wide competitive examination in February 1953, but I was denied eligibility for advancement and was told that I did not have satisfactory marks in accordance with Art. C-7205.

BuPers Manual, Art. C-7205 (1) says that for advancement from pay grade E-3 to E-4, the marks for proficiency in rate must not be less than 2.5 for preceding 6 months and not less than 3.5 for quarter preceding advancement. Conduct marks not less than 3.0 for preceding 6 months and an average of not less than 3.5 for six months preceding advancement.

I contend that the minimum marks must be for the 6 months preceding the date of advancement, but I was told that it must be for the 6 months preceding the date of taking the examination to be eligible. Wouldn't I be eligible to take the exams if my marks were 3.5 or better three months prior to the exam date and then eligible for

advancement if 3.5 or better prior to date of advancement?—R.J.S., BMSN, USN.

• Quarterly marks assigned to you for the period mentioned in your letter are not available in the duplicate of your service record maintained in the Bureau of Naval Personnel. Without these marks, a definite determination of whether you were eligible to participate in the February 1953 examinations can not be made.

Eligibility requirements for personnel to participate in service-wide competitive examinations are stated in BuPers Inst. 1418.7, Enclosure (1). The Instruction provides that a man shall "have no marks that will disqualify him over the period which will affect eligibility for advancement on the terminal eligibility date." That date, in your case was 16 May 1953.

The directive further states that "commanding officers must recommend only those personnel who they feel will be fully qualified to assume duties of the new rates on the terminal eligibility date."

It is suggested you contact your personnel officer for a review of the marks assigned in your case and a determination of whether you were eligible to participate in the above examination.—ED.

### NASAC Rates High in Sports

SIR: We of the Naval Air Station, Atlantic City, N. J., are pretty proud of the teams we enter in the 4th Naval District sports competition and we would like the rest of the Fleet to know about it.

Although NAS Atlantic City is a small station, we have won two 4th Naval District championships, for basketball and bowling, in the three sports we entered this year. Although the baseball season is still young, our team has met and defeated NAS Lakehurst, Philadelphia Receiving Station, Philadelphia Marine Barracks and Philadelphia Reserve Fleet.

Bill Darley, AN, USN, has pitched and batted the NAS "Flyers" to two of these victories. His latest triumph was a no-hit-no run affair against the strong Reserve Fleet team. In this game, he made a hit, drove in a run and scored a run to help his own cause.

Darley, however, won't be pitching for the "Flyers" any more this season as he was transferred last month for a tour of sea duty.—C. A. S., NAS Atlantic City.

• ALL HANDS is happy to pass the word on the outstanding players and teams of Navy ships and shore stations. Our sports coverage has to be brief, of course, because of the many teams in the Navy and because of space limitations in the magazine. However, we welcome feature articles on any outstanding team or top sports personnel in the fleet.—ED.

### Wave Asks For Waiver

SIR: Can an individual request and receive a waiver of the swimming requirement for the purpose of advancement in rating? I have held pay grade E-5 since March 1946 and my advancement is penalized because I cannot meet the Military Requirement of "101 Operational, 1. Enter water feet first from height of five feet and swim 50 yards; float, scull, and tread water," which is applicable to all pay grades E-2 and above.—L.A.C., PN2, USN(w).

• Yes. Your commanding officer may request a waiver in accordance with para. 17, BuPers Inst. 1414.2, if he considers yours a worthy case. The instruction says that waivers should only be requested in unusual cases and only if failure to qualify is due to no fault of the individual.—ED.

### Social Security for Survivors

SIR: In the case of a serviceman who has 15 years' continuous active service with no previous civilian employment, and who dies on active duty, can a "yes" or "no" answer be given to the question of whether his survivor would receive benefits under Social Security?

If this serviceman had completed 30 years' service, retired with pay, and then died, would the survivor be entitled to any benefits under Social Security?—W. W. P., LCDR, USN.

• Survivors of a service man with 15 years continuous service with no previous civilian employment who dies on active duty are now eligible for Social Security benefits since by law he or his survivors are eligible to claim certain Social Security wage credits which accrue to his account on the basis of monthly earnings (Navy Pay) of \$160 per month, regardless of his base pay. These "wage credits" were awarded to service personnel beginning 16 Sep 1940 and unless extended by law will expire 31 Dec 1953.

The survivors of a serviceman who has completed 30 years' service and retired with pay and subsequently dies would not be eligible for Social Security benefits. The decision of the serviceman to accept the benefits of Navy Retirement Pay precludes his right to coverage under Social Security since by law he cannot claim the benefits of both funds. However, if subsequent to his retirement he engaged in "covered" civilian employment, his survivors may then be eligible for Social Security benefits.

For detailed information on Social Security benefits and rights see ALL HANDS, February 1953, pages 30-36; November 1952, pages 48-50, and September 1951, pages 46-49.—ED.





FIRST U.S. NAVY ship to fire on North Korean forces was USS Juneau, (CLAA 119) marking beginning of naval warfare against Korean aggressors.

#### Juneau Was There

SIR: In the June issue of your magazine you state that the first ships to get into a gunfight in the Korean theater were the destroyers USS Collett and USS De Haven, the cruiser USS Juneau, and the British cruiser HMS Jamaica and the British frigate HMS Black Swan.

I don't want to detract from the splendid performances of either *De Haven* or *Collett* but for the record I wish to point out that although the two ships were among the first to see action along the Korean coast, they were not present the morning of the attack, 2 July 1950.

*Juneau* returned to the U.S. exactly one year from her departure flying the homeward bound pennant. She later returned for a second tour.—G.J.A., LT., USN.

• *Right you are.* USS Collett (DD 730) had been detached from the task force (the first U.N. task force of the war, incidentally) the day before for emergency convoy duty and USS De Haven (DD 727) had left for Sasebo to refuel. Therefore, the force that turned back the North Korean torpedo boat attack on 2 July 1950 consisted of Juneau (CLAA 119) as flagship and HMS Jamaica and the British frigate Black Swan.

The attack was made just after dawn that morning with the four boats launching their attack from close inshore on the Korean east coast. As soon as the enemy boats were within gun range, the U.N. force opened up on them. The first salvo blasted one enemy boat out of the water and set another afire in an example of excellent shooting.

A third headed for the beach and was destroyed. The fourth, zigzagging, escaped. Not one got a chance to launch a torpedo.

Shortly after this first attack, the U.N. force sighted two more North Korean vessels, this time motor gunboats. Both of these were also destroyed, making a total of five out of six for the morning's activity.—Ed.

#### Belay That Last Word

SIR: On page 36 of the June issue of All Hands, I note that the USS Philippine Sea (CVA 47) was taken out of mothballs and sent to Korea.

Not so! The "Phil Sea" was, at the outbreak of the Korean War, in active status, having just been moved from ComAirLant to ComAirPac. Korea started on 25 June 1950 and Philippine Sea left San Diego, with Carrier Air Group 11 embarked, on 5 July 1950. This air group flew its first strike against the North Koreans on 5 Aug 1950.—J. T. O'N. CDR, USN.

• *ALL HANDS stands corrected.* At least our hearts were in the right place—we wanted to give credit to the fine work being done by our Naval aviators and aircraft carriers.—Ed.

#### What CWO Stands For

SIR: I have noticed that ALL HANDS occasionally says, "Chief Warrant Officer . . . . . ." I believe the proper terminology as found in Chapter 13, para. 1301, US Navy Regulations, is Commissioned Warrant Officer.—W.R.G. CHRELE, USN.

• *You are correct.* We know better; it slipped through inadvertently.—Ed.

#### More on Bennington Heroes

SIR: In your February 1953 issue, in the "What's In a Name" feature, you say that USS Bennington was taken out of commission in 1910. According to our reference books, there was a gunboat named Bennington that blew up in San Diego harbor in 1905. Are we talking about the same ship?—V. E. B., TE1, USN.

• *Yes we are.* On 21 July 1905 in San Diego Harbor, an explosion took place. One officer and 65 enlisted men lost their lives, and the majority of the remaining crew was injured.

The cause of the explosion was a leak in boiler B which was to be repaired. It burst and also exploded boiler D, flooding the hold with scalding water and making the main deck uninhabitable. Those that were able jumped over the side. The ship remained on the West Coast until 10 Sept 1910 when she was stricken from the Navy list.

Since you have inquired about some of the details of Bennington's history, you may be interested to learn that the Medal of Honor was awarded to 11 enlisted men for extraordinary heroism at the time of the explosion.

The list of men includes a chief gunner's mate, boatswain's mate, carpenter's mate second class, machinist's mate, quartermaster third class, ship's cook first class, hospital steward, water-tender and three seamen.—Ed.

#### Insurance Coverage

SIR: I have two questions concerning the Servicemen's Indemnity Act of 1951. Does the law provide for coverage of retired officers and enlisted men? Is it possible to cash in a "twenty-pay life" policy for paid up insurance and at the same time be covered by an additional \$10,000 free insurance?—W. C. C., LT, USN.

• *Retired personnel are not covered except for the 120 days after their retirement.* By surrendering your "twenty-pay life" policy for its value as a paid-up policy, you would then be covered by the Servicemen's Indemnity in an amount equal to the difference between \$10,000 and your paid up policy, while on active duty.—Ed.

#### Does CPO Rate a Salute?

SIR: Is it proper military procedure at muster for the section mustering petty officer to salute the mustering chief petty officer and is it proper for the chief petty officer to return the hand salute to the petty officer?—H. G., ADC, USN.

• *The procedure is proper.* The Landing Party Manual, Article 2-58 reads, in part, "Remaining in position, the squad (section) leaders, in succession, salute and report." Also "all who are required to salute and make a report, report in the position of salute and hold the salute until it is returned."—Ed.



# Marlinespike Seamanship in the Modern Navy

SOMEWHERE along the path of your naval career you've no doubt heard this expression: "Never say 'rope' in the Navy. It's always line."

The man who said this knew only a part of his subject. "Rope" is actually used during the process of manufacture, and during procurement. Later, when it is fitted for use on a specific job, it generally takes its name from the purpose which it serves. Until such time as it is put to a specific use, it is called "line." That is, the term "line" is used by the Navy in a general sense for all cordage.

Here are some samples of line: Life line, heaving line, mooring line, anchor buoy line, gun line (for use with a line throwing gun), grapnel line and high line (used in transferring stores and personnel at sea).

In the Navy you will also hear the word "rope" used, but in connection with a particular function where tradition has given it its name. "Bellrope," for instance on the bottom of the ship's bell clapper; foot rope, (the bottom life line) "bullrope" (for securing a large cargo boom); "wheel rope," which runs between the steering wheel and a boat's steering quadrant—and there are several others.

All are part of the oldest and still one of the predominant branches of naval skill—"marlinespike" seamanship. Signs of this seamanship are seen throughout the Navy. You'll not only see it at its most usual location—on ships—but also at a variety of shore stations such as pierside activities, naval air stations, Seabee activities, and training commands.

Cordage as it comes from the factory is not much more than something which occupies space. To put it to use you have to "work it" into one or more of several forms: *Knots, Hitches, Bends, Whipping, Splicing and Seizing.*

Some of the knots, hitches and bends you learned in recruit training. Presently nine are being taught. These are the Overhand Knot, Clove Hitch, Half Hitch, Figure Eight Knot, Double Becket Bend, Square Knot, Round Turn and Two Half Hitches, Bowline and Single Becket (sheet) Bend. Of these, the last five are required of all Navymen—E2 and above—as a basic military requirement.

Certain ratings make little use of marlinespike seamanship. Men in these ratings can pretty much get along with knots they mastered in recruit training. Men in deck rating groups, though, make considerable use of marlinespike seamanship, especially boatswain's mates.

Among the more common uses are mooring lines for ships, stage lines for over-the-side work, lines for boatswain's chairs, bolt ropes for awnings, signal halyards and boat falls. Many of these go back to the old Navy. For example, the method of passing certain lines around belaying pins at the base of a frigate's mast is similar to that used, say, in passing the downhaul of a signal halyard around the pins of a fife rail.

In general you do one of eight things with line. How you do most of these is shown in the center spread that accompanies this article.

These are the eight operations:

- Form it into a "pattern" of twists, curves or turns that fastens a line into itself. Here you have the true

form of *knot* as the Square Knot, the Overhand Knot, the Figure of Eight Knot and the Bowline (see second and third rows of illustration).

- Form it into a pattern used for joining the ends (*bending*) of two lines. Here you have the Carrick Bend, Fisherman's Knot, the Sheet or Becket Bend and the Reeving Line Bend, (see second and third lines from the top of the illustration).

- Form it in a way that secures a line to a spar, ring, stanchion or the standing part of another line. This is a special form of knot called a *hitch*. In this group are such forms as Clove Hitch, Rolling Hitch, Round-Turn-and-Two-Half-Hitches, Catspaw and Blackwall Hitch (see middle lines of illustration).

Hitches, although simple and basic, have an additional value as they can be formed quickly. They afford a fast means of stopping a "running" line and by so doing may prevent a possible accident.

The above three classes comprise the knots, hitches and bends. Actually the varieties number in the hundreds and reach a high level of intricacy. The Bowline most commonly seen is the Simple Bowline. It has several variations, among them: Spanish Bowline, French Bowline, Water Bowline, Bowline-on-a-Bight, Running Bowline, Lock Bowline and Round-Turn Bowline.

Every time you tie your shoe laces you form a Square Knot Bow. If you do it right, that is. If your laces keep slipping you probably have a Granny Knot Bow instead.

The other five general operations you perform with line follow. Each is discussed briefly below.

- *Whip* the ends of a line to keep it from unraveling (see top center of illustration for two types.)

- *Splice* together the ends of two lines for added length; splice the two ends of a line together to form a "grommet" (a short circle) or a "strap" (long circle).

- Form *end rope knots* by working unlaidd ends of a line back into itself. Here we have the Wall Knot, Matthew Walker and Man-Rope Knot.

- Work intricate complications into one line or with  
(Continued on page 34)

## Can You Tie These?

Knot tying is a skill with a tradition. It has given rise to many legends and not a few tall stories. This is not unusual, considering that here is an art long and closely connected with the sea and seafaring men. They have been tying knots since before written history.

Some knots have a fame all their own. There is, for example, the story of the "Gordian Knot," so complicated that it could not be untied. As you know, Alexander the Great solved that problem with a sharp sword.

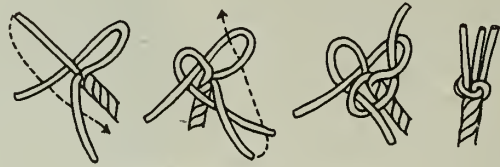
Then there's the story of the "Thief Knot," whereby the skipper of an old-time sailing vessel trapped the purser (who was helping himself to stores) by tying a knot that looked like a different one in all ways but one. The purser gave himself away by retying the stores bag with the wrong knot (a square knot). The skipper's was a granny knot.



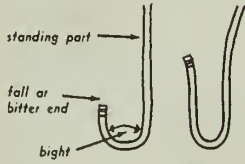
# PRACTICAL KNOTS, HITCHES



STEPS IN TYING A CROWN KNOT



STEPS IN TYING A WALL KNOT



BIGHT



TURN



ROUND TURN



OVERHAND KNOT



FIGURE EIGHT KNOT



SQUARE KNOT



GRANNY KNOT  
(not recommended—see text)



SINGLE SHEET

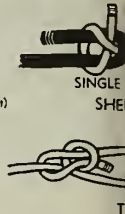


STEPS IN TYING A BOWLINE

RUNNING BOWLINE



STEPS IN TYING "PLAIN" WHIP



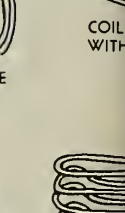
STEPS IN TYING A SINGLE SHEET



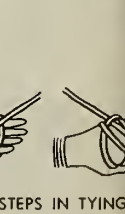
STEPS IN TYING A SINGLE BLACKWALL HITCH



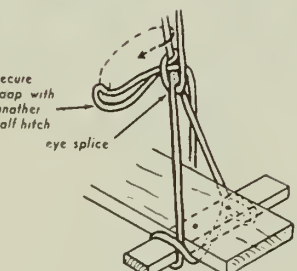
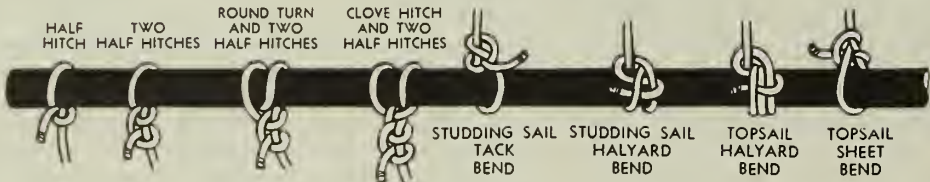
STEPS IN TYING A DOUBLE BLACKWALL HITCH



STEPS IN TYING A COIL OF LINE FOR ACTIVE STORAGE



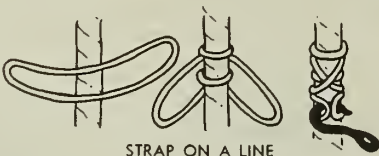
STEPS IN TYING A FIGURE EIGHT FAKE



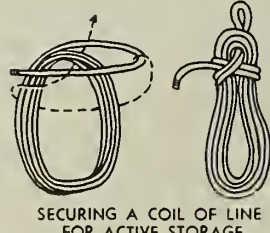
EYE SPLICE RIG ON A STAGE



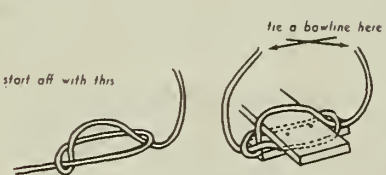
SECURING A HAWSER TO BITS



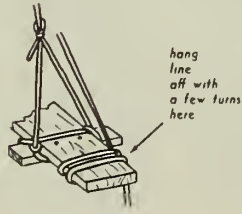
STRAP ON A LINE



SECURING A COIL OF LINE FOR ACTIVE STORAGE



TYING A STAGE HITCH



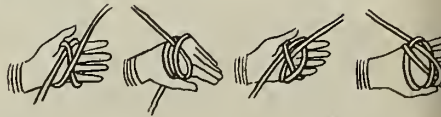
STRAP ON A HAWSER



FIGURE EIGHT FAKE

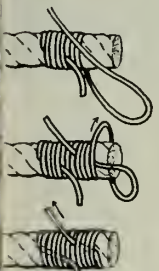


STEPS IN TYING A FOUR STRAND TURKS HEAD

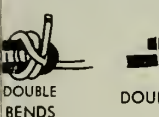


STEPS IN TYING A FIGURE EIGHT FAKE

# BENDS FOR THE NAVYMAN



STEPS IN TYING A  
"SAILOR'S" WHIPPING



DOUBLE  
CARRICK BENDS



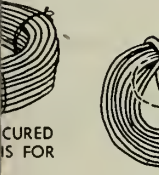
FISHERMANS KNOT



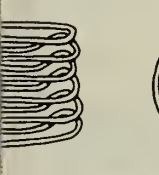
CATSPAW  
MOUSING  
A HOOK



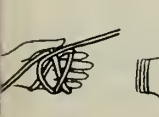
LIFTING  
HITCH  
MARLINE  
HITCH



SECURING  
A COIL OF LINE  
FOR ACTIVE STORAGE



FLEMISH FAKE



BELAYING A BOAT FALL



WALL KNOT



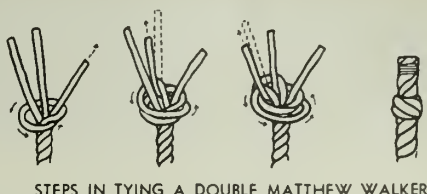
WALL AND  
CROWN



DOUBLE WALL  
SINGLE CROWN



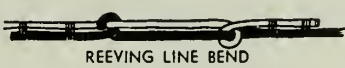
DOUBLE WALL AND  
DOUBLE CROWN  
"MANROPE KNOT"



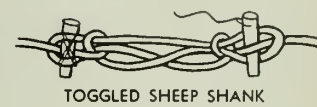
STEPS IN TYING A DOUBLE MATTHEW WALKER



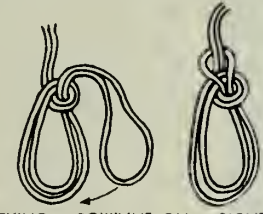
SHEEP SHANK



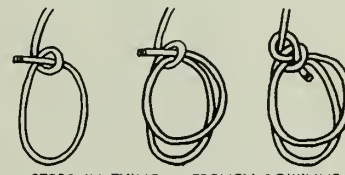
REEVING LINE BEND



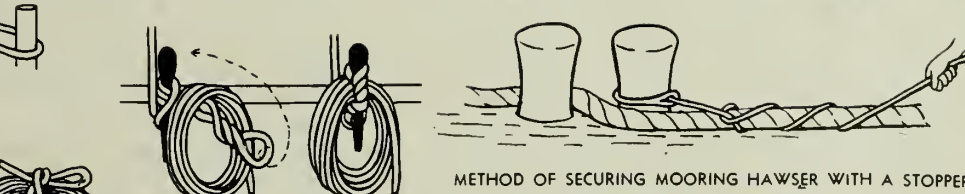
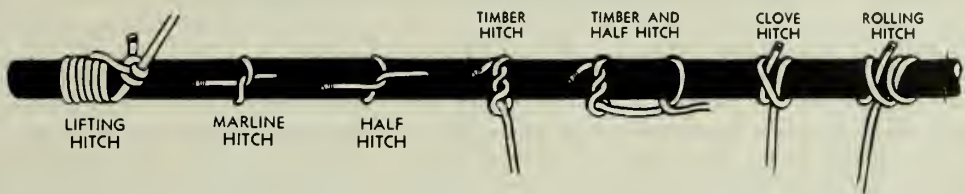
TOGGLED SHEEP SHANK



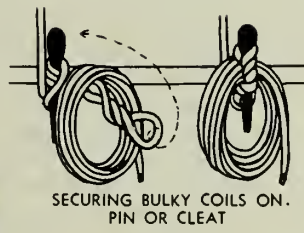
TYING A BOWLINE ON A BIGHT



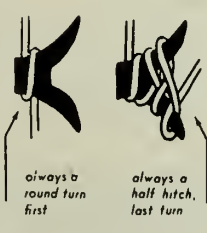
STEPS IN TYING A FRENCH BOWLINE



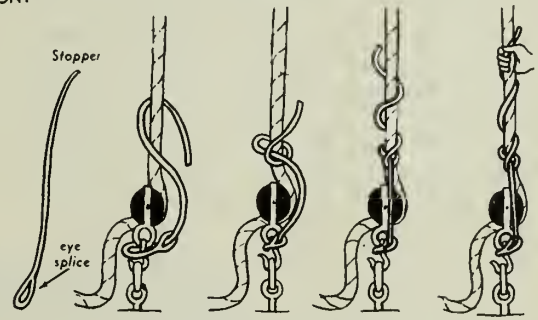
METHOD OF SECURING MOORING HAWSER WITH A STOPPER



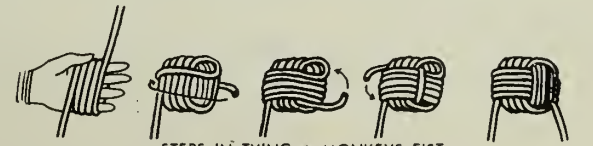
SECURING BULKY COILS ON.  
PIN OR CLEAT



ALWAYS A  
ROUND TURN  
FIRST  
ALWAYS A  
HALF HITCH,  
LAST TURN



STOPPING OFF A BOAT FALL



STEPS IN TYING A MONKEY'S FIST



two or more lines. Although the result is chiefly *ornamental*, some forms are mainly practical (see bottom of page for Turk's Head).

- *Seizing*, which involves taking a series of turns around another object such as a cargo hook around the bight or standing part of a larger line (see illustration, top center).

Let's go into a little more detail on each of these classes.

Well-made whippings—some of them difficult—are often one indication of a good deck division. Lines frayed at the end indicate sloppy deck work. Unravelling ends like these are harder to work with since they pass through a block with difficulty. Once a line's end starts to unravel, it will keep on unless you quickly throw in a back-splice or whip. The value of both is that they increase a line's diameter very little but keep it from being at loose ends.

Splices (not shown) are usually a source of wonder to the unsalty sailor: "They look so hard." Although it's true that splicing is not taught during recruit training it's also true that the skillful man-about-deck has a handful of useful splices. He knows that splicing saves line and also that it is the trick he needs to extend two short pieces into one good-sized line.

As for the end rope knots, you don't see them as often. But they come in handy for putting a knot on the end of a line so it won't reeve through a block. The lower end of a lifeboat lifeline or the ends of a gangway manila grabline might be finished off with an elaborate form of end rope knot too. Now and then "Boats" will put one on the bottom of a bell rope.

The seventh class, the ornamental, is not for the amateur. The Turk's Head, shown here, is one of the easy ones. Some of the most intricate "mat weaves" can be made by only the expert. Another type is "sennit braiding." If you have a copy of the July issue of *ALL HANDS* handy, look at the front cover. That's sennit braiding on the bugle. Yet another type of ornamental work, "coxcombing," appears on taffrails of motor launches, on motor boats and boat hooks. "Cross pointing" is the complicated weave you sometimes see on stanchions.

Seizing stuff is "three-stranded, right-handed high grade small stuff laid up by machinery." A good use for seizing, as shown in the illustration, might be to lash up the loose end of a Fisherman's Bend when it is used to hold the anchor of a small boat. The seizing on the Bend gives it added security. Seizing may be wrapped around, say, both the bitter end and the standing part of a line to keep a knot from pulling free.

Knots are probably the most universal and least nationalistic of things connected with the sea. Although there are a few "Spanish" or "Portuguese" or "English" or "American" knots, most are actually in common use by mariners of all nationalities. Often it's hard to determine where they originated.

The interest of seamen in their knots was high during the days of sail. Complicated knots were explained under a pledge of secrecy. Often a knowledge of one knot was bartered for another.

In those days of pull and haul, a sailor was judged by the knots he kept. A super-duper knot expert then ranked in the mid-19th century on the same level as an expert electronics technician in today's mechanized Navy. Since many early sailors were a bit backward

about learning to read and write, knot tying took up the spare-time slack. With an hour or so to himself on a Sunday afternoon, he would gather up a handful of condemned rope and set to work. Hence the term, "Rope Yarn Sunday." Today it is usually a Wednesday afternoon devoted to care of personal gear and/or recreation.

Line is made of plant fiber and can be weakened to the breaking point by neglect or mistreatment. Here are a few thumbnail rules on how to preserve and increase the life of line. Remember a good length of line could prove to be the difference between your appearing or not appearing for muster tomorrow morning.

- Always make up line neatly and in the correct direction, else it will kink. Also, when you're working by touch on a black night, it's a good feeling to know that your line isn't going to foul when you use it.

- Always store dry. Wet line can develop mildew and rot.

- Don't drag line over sharp edges.

- Don't allow dirt or sand to work into the strands; it cuts the fibers.

- Slack-off on line used for running gear when it gets wet. Fiber line shrinks when wet; after it dries it will return to its normal length and strength.

- Don't pull out kinks and turns in fiber line. Work them out. Pulling them out can ruin a piece of line.

To be ready for use when you need it, line must be properly stored. If it is to have immediate use, it may be coiled flat on the deck, or faked. (See bottom section of illustration). It should not be dumped in a heap.

You should always coil line "with a lay," that is, in the direction in which it has been twisted by the manufacturer. "Right-handed" line should be coiled in a clockwise direction (to the right). "Left-handed" line should be coiled in the opposite direction (to the left).

When line must be carried from place to place or stored in large quantities, it should be coiled on a spool. When a spool is not available, or when only a small quantity is to be carried, it may be coiled over the arm or hung from pegs.

Store line in a cool, dry place if possible. It should have a good circulation of air around it and should not be near excessive heat or chemical fumes.

Line should be carefully inspected before use. A weak place in a line may cause a break when your life may depend upon it holding. Here are some good pointers.

- Look for soft spots. By pressing your fingernail into the line at various places, you can spot a weak spot. This could mean rot.

- Look for mildew by separating strands or untwisting and inspecting the yarns.

- Look for broken fibers. They show up as small tufts of material.

If you follow these tips—and others that the boat-swain's mate will tell you from time to time—you will have line of the right kind, prepared in the right way ready for use at the time you need it.

And if you take a bearing on the knots, hitches, bends, whips, splices, and seizing, some of which are shown in the illustration accompanying this article, you'll be well on your way to a well-rounded knowledge of the seafarer's oldest art—knot tying.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Truce in Korea

As a result of the halt in the fighting in Korea, the Navy and other branches of the U. S. armed forces have entered a period of watchful waiting.

The Navy has announced no change in the disposition of its forces in the Far East and rotation of naval personnel will continue on the same basis as before—that is, in accordance with the Navy's sea/shore rotation policy.

The truce agreement, hammered out by armistice delegates from the United Nations and Communist forces in the truce tent at Panmunjom near the battle line, took two years to formulate.

Briefly, here is the picture of what the agreement means:

- All hostilities on land, sea and in the air have ceased.
- All troops have withdrawn a little more than a mile from the former battleline to form a two-mile-wide buffer zone.
- Ten joint Allied-Communist observer teams have been organized and are in the field policing the buffer zone and the Han River Estuary.
- The Allies have withdrawn from the islands held off the North Korean coast.
- The naval blockade has been lifted from Korea.
- A "freeze" is in effect on all reinforcements of troops or equipment in both North and South Korea. Each side may rotate up to 35,000 men a month on a man-for-man basis, but neither may raise the level of men or arms held in Korea at the time of the armistice.
- A military armistice commis-



**SHE'S NOT ON FIRE.** Blaze comes from potent five-inchers as heavy cruiser USS Saint Paul (CA 73) concentrates fire-power against enemy in Korea.

sion, composed of five U. N. and five Communist officers, has taken control of supervising the truce and settling any violations.

• Five "ports of entry" are in use in both North and South Korea to take care of the movement of men and equipment. For South Korea they are Inchon, Taegu, Pusan, Kangnung and Kunsan. For North Korea they are Sinuiju, Chongjin, Hungnam, Manpo and Sinanju.

• A neutral nations supervisory commission of four nations—Sweden, Switzerland, Poland and Czechoslovakia—has been created. It consists of 20 inspection teams. One team is stationed in each port of entry and 10 mobile teams are held

in reserve. The teams oversee all troop and equipment movements through the ten ports.

At the same time, the exchange of prisoners of war has begun under other provisions of the agreement. When the fighting stopped, the Communists held some 12,000 U. N. prisoners of whom 3000 were Americans. The U. N. held 76,000 North Koreans and 20,000 Chinese Communists.

U. N. prisoners in Communist hands are being turned over at Panmunjom in the same fashion as the wounded prisoners released three months ago. Any sick and wounded are being flown to Japan for hospital care. Others are being embarked in Military Sea Transportation Service ships at Inchon for the voyage home.

Before release, most of the Communist-held prisoners had been visited by representatives of the Red Cross who provided them with ditty bags containing toilet articles, writing material, cigarettes and reading matter.

Each prisoner could also send a free radiogram home to let the folks know he was on the way. These ra-

## YESTERDAY'S NAVY



Keel of *uss New Mexico*, first BB to be propelled by electricity, laid 14 Oct 1915. Navy War College established, 6 Oct

1891. Historic Battle of Trafalgar, Oct 1805 altered the tactics of sea warfare.

## OCTOBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



diagrams were handled at the reception centers, then flown to Tokyo for transmission to the States.

Processed through the reception center, able-bodied returnees were taken to Inchon to be embarked on an MSTs transport. Each of these transports can carry up to 4600 but they were loaded with less to increase livability and comfort.

North Korean and Chinese prisoners held by the U. N., who want to return home, are being shuttled to Inchon from prison camps to the south. Here they are placed aboard railroad cars which will take them to North Korea and China.

For U. N.-held prisoners who refuse to go home—there were 8000 North Koreans and 15,000 Chinese Communists in this category at last count—a neutral repatriation commission has been set up.

The commission is composed of one member each from India, Sweden, Switzerland, Poland and Czechoslovakia. Indian troops act as military police to guard non-repatriated POWs.

The Communists are allowed under the agreement to visit these POWs in their South Korean camps until 25 October. At that time, any prisoners still refusing repatriation will be turned over to a political conference which, after another 30 days, can classify them as "civilians" and release them to a neutral nation.

Senior United Nations delegate at the armistice signing was Lieutenant General William K. Harrison,

Jr., USA. The alternate truce delegate was Rear Admiral John C. Daniel, USN. Vice Admiral C. Turner Joy, USN, had preceded General Harrison as senior delegate.

In a statement released when the terms of the cease-fire were made public, President Eisenhower paid tribute to the fighting ability of all U. N. soldiers, sailors and airmen and paid homage to the men "who were called upon to lay down their lives in a far-off land to prove once again that only courage and sacrifice can keep freedom alive upon the earth."

## Up-Side-Down Periscope

USS *Wright* (CVL 49) and *Richard E. Kraus* (AG 151) may not be submarines but they carry periscopes, although in this case the scope's use is strictly 180 degrees out from the way they are used on submarines. It sticks out through the bottom of the ship.

The detachable scope is slipped through a water-tight fitting in such a position that the sonar dome and the surrounding hull and water can be viewed and photographed from inside each ship's sonar room. BuShips assisted in the design and installed these "underwater eyes."

The David Taylor Model Basin wants to know more about the action of water flowing past sonar domes. The answer to this question may point the way to better-acting, longer-range sonar installations.

## Desert Navy, U.S. Style

Sea duty and shore duty are well-known terms often used by Navy-men, but "*desert duty*" is an odd-sounding new addition to the blue-jackets' terminology.

In the middle of the hot sands of the New Mexico desert there is a complete naval unit operating in the training and technical fields of rocket missiles. Sailors in the activity call it the "Desert Navy." Tied in with a partnership of the Army, Air Force, the New Mexico A & M College and civilian contractors, the U.S. Naval Ordnance Missile Test Facility (USNOMTF) at White Sands Proving Grounds, N. M., should easily take first place in a contest for the "most unusual naval activity."

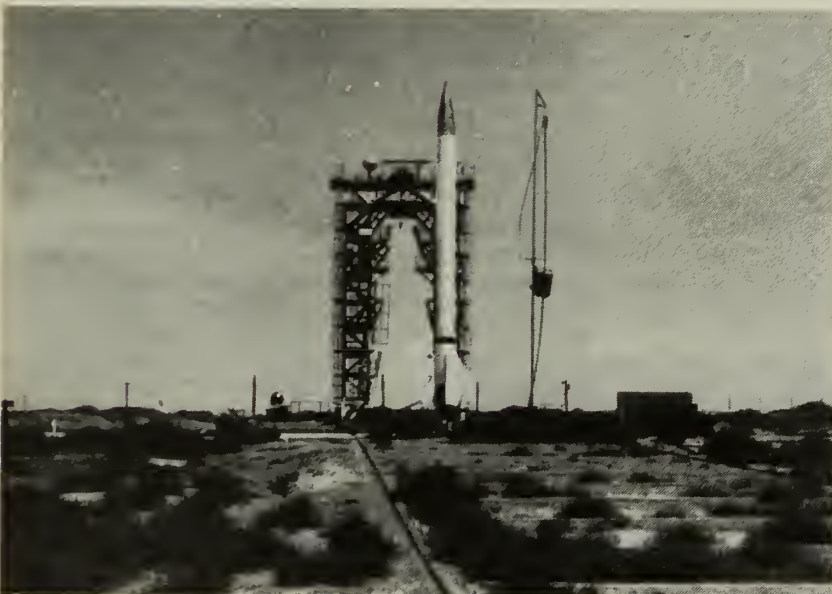
At White Sands, the navy maintains a complete installation of more than 70 buildings, all located within the Army's proving grounds area. Most of the buildings are assigned to naval officers and enlisted personnel engaged in technical work and training in rocket missiles. Blue-jackets there are in training to qualify for the Navy's newly announced ratings of Guided Missileman, Aviation Guided Missileman and Fire Control Technician G (Missile Guidance Systems).

Cooperation between Navy Ordnance and Army Ordnance at White Sands Proving Grounds began in July, 1946. Management of the weirdly located naval unit is under the Chief of BuOrd. Military command and coordination control of the facility is the responsibility of Commandant, Eighth Naval District. Technical control of the "Desert Navy" is under the cognizant agencies of the Navy Department.

While the Army and Navy ordnance programs are closely associated, each service has additional facilities for its own special types of missiles.

In addition to Army-Navy coordination of research and development, USNOMTF also works with New Mexico A & M College by contract for special types of services relative to testing and installation work on missile-borne equipment.

As an example of the Navy's use of rockets and guided missiles, recent installations on such ships as heavy cruisers, submarines and certain type large landing craft, point up the accepted value of this added punch in fire power.



VIKING ROCKET waits for firing time at Naval Ordnance Missile Test Facility, White Sands, N. M. Navymen working here call their job 'desert duty.'



## Honey of a Hobby?

Two Navy barbers attached to ComServPac staff have joined the growing numbers of Navymen who enjoy what they call "the sweetest little hobby in the Navy." Their hobby, becoming more and more popular, is the keeping of bees.

The sideline is also profitable—the pair collects more than 200 pounds of honey every month.

Recently, however, the bees forced the tonsorial experts, Nat E. Dalton, SH1, usn, and Otis L. White, SH1, usn, to turn their skills from trimming hair to trimming trees. A swarm of the bees decided to move from a specially constructed hive to a nearby tree.

Rather than argue with about 30,000 swarms, Dalton and White agreed to let their honey-producers stay where they were. They took clippers, and with a great deal of professional skill, "barbered" the tree to provide more room for the newly-formed honeycomb.

In addition to the hive in the tree, the two barbers have five other working hives. Hives usually have from 50,000 to 100,000 bees, but the tree hive is smaller because it is open to the weather and to the ravages of other insects.

## Navy's Korean Air Ace

Shortly before the signing of the truce, Lieutenant Guy P. Bordelon, usn, became the first Navy air "ace" of the Korean War by shooting down five enemy aircraft, four of them in a period of three days.

The Navy night-fighter pilot, flying a radar-equipped F4U-5N Corsair, intercepted his first two Communist planes headed toward UN-held territory on the night of 29 June. Lieutenant Bordelon knocked the aircraft—both propeller-driven models—out of the sky in a short but furious dog-fight.

Two nights later, two more prop planes were picked up by radar as they headed for allied targets. Lieutenant Bordelon whipped his Corsair into the sky and caught the Reds. In two short battles at midnight, he sent one plane crashing in flames into shallow water south of Suwon, then downed the other one three miles to the eastward.

Bordelon shot down his fifth plane on the night of 16 July just south of Seoul. All five of his kills have been Yak-18 types. These low-



TRAINING 'EM YOUNG — W. L. Thal, ADC, USN, demonstrates method of using sights on 40mm gun to his two sons, Michle (sitting) and Alex.

## Father-Son Cruise of Salisbury Sound is Big Success

For little Michle and Alex Thal, it had been a day of high adventure. They had spent it "in the Navy" with other small fry — and their fathers.

The "Navy" in this case was the seaplane tender *uss Salisbury Sound* (AV 13). The boys' father, Walter L. Thal, is a chief aviation machinist's mate aboard the ship and had only recently returned to the U.S. from a tour of duty in the Far East. Along with other Navy fathers he was showing the ship to his sons on a special "Father-Son Cruise" sponsored by the tender's CO.

To be sure, it hadn't been a very long cruise, only the several miles between the naval air station at Alameda, Calif., and the San Francisco naval shipyard to be exact, but to the five and ten-year-old boys it had been as good as a voyage across the Pacific.

The unique adventure for the youngsters grew out of an idea put into effect by the commanding officer of the seaplane tender, Captain Joseph F. Quilter, usn. The skipper figured that the relatively simple evolution of shifting berths would be an opportune time to introduce the Navy first hand to some of the younger members of the families of crew members.

The idea was an instant success. The youngsters, ranging from five to 15 years, climbed all over the ship's superstructure, peeped through gun sights, gawked at the big crane aft and watched, thrilled, as the big ship eased herself slowly into her new berth.

After it was all over, the Navy fathers agreed it had been a morning well spent.

The boys? Oh they thought it was better than cowboys on television!

winged single engine aircraft cruise at about 100 knots and have a top speed of 140 knots. Speedy jets have experienced difficulty in contending with these slow, low-flying enemy aircraft.

Lieutenant Bordelon, attached to Composite Squadron Three on board the carrier *uss Princeton* (CVA 37), was temporarily assigned to a unit of the Fifth Air Force and flying from a forward Marine Air Base.

He was loaned to the Air Force to help shoot down enemy planes which had been raiding UN-held territory in and around Seoul.

A Naval Aviator since 1942, Lieutenant Bordelon served in the Pacific during World War II. He has been attached to carrier air groups on board *uss Corregidor* (CVE 58), *uss Puget Sound* (CVE 113), *uss Boxer* (CVA 21), and *uss Valley Forge* (CVA 45).





**OLD TIMERS**—Service stripes on Frank P. Reed, BTC, USN, Harry R. Fluhrty, MSgt, USMC, and Leon Alamo, SDC, USN (l-to-r), add up to 92 years' service.

## Sickbay Statistics

The Navy is getting healthier. All right so your head aches and you don't believe it, but listen to this.

During 1952 about 35 per cent of all Navy and Marine Corp personnel staggered through a sickbay door at one time or another, remaining there on the average about 19.8 days. The year before, 37 per cent of the naval population was admitted and averaged 21.4 days under care. These figures, it should be noted, take in battle casualties in Korea.

The savings in sick days lost per case adds up to 1530 additional persons on duty each day, but more important to you it adds up to better medical care, facilities and medicine.

## How to Stop a Jet

The problem of stopping crippled jet aircraft on a small-sized landing strip was recently solved by the use of "home made" arresting gear at a forward base in Korea.

If a plane can't be stopped before it reaches the end of the runway, it means almost certain loss of the plane and perhaps death or injury to the pilot. So, when a jet has had its brakes or flaps shot away while on a mission and can't make it back to its home airfield or aircraft carrier, the crash crew from Marine Aircraft Group 33 has its special gear ready at an advance airfield.

The six tons of arresting gear con-

sist of a wire stretched across the runway with 500 feet of salvaged anchor chain attached to each end. A jet hitting the device at 160 miles-per-hour can be brought to a safe stop in about 2500 feet.

The pilot of a disabled plane drops the tail hook, normally used only for carrier landings. The hook catches the wire, bringing the plane to a halt.

Recently the device was credited with saving its first propeller-driven plane when a crippled *Skyraider* was hauled to a stop in 1000 feet.



**QUEEN FREDERICA** of Greece is shown galley of USS *Cutlass* (SS 478) by Damon E. Carlton, CS1, USN.

## World's Fastest Flying Boat

A new type seaplane, the R3Y-1 *Tradewind* transport, will be put in service by the Navy early in 1954. The new seaplane transport is reputed to be the fastest flying boat in the history of water-based aviation.

The *Tradewind* is designed to cruise long distances at nearly double the speed of existing transport flying boats while carrying a greater payload. On the longest legs of the Navy's trans-ocean air supply routes, a substantial payload will be hauled at approximately 300 miles per hour. On shorter hops, the payload can be almost doubled.

The planes are equipped with four gas turbine engines, and are geared to swing contra-rotating propellers. Reversible pitch controls on the props will enable the pilot to maneuver the big plane more easily on the water.

The 80-ton turboprop transports are the first flying boats to be equipped with air conditioning and high-altitude pressurization systems. They are also the first water-based transports to be fitted with rearward facing seats. In addition to troops and cargo, the planes can also be equipped to carry either seated or litter patients.

The slim *Tradewind* hull contrasts sharply both in appearance and performance with old-style flying boats. Another feature of this plane is the use of magnesium in its cargo decks to provide a tough yet light-weight deck.

Below the cabin floor, the plane will have multi-cell compartments similar to compartmentation in a modern ship. These compartments provide water-tight integrity and will also leave the cabin free of bulkheads and other obstructions which before hindered cargo space and passenger accommodations in large seaplanes.

To expedite the handling and servicing of these transports, new types of ramps and beaching facilities are being developed, including floating concrete pontoons, high-speed winches, self-propelled cradles and associated equipment.

The planes have a large cargo door on the port side of the fuselage to supplement personnel doors on both sides for faster loading and unloading operations.

When the planes come into service, they will be operated by the Pacific Fleet Logistic Air Wings.



## Cumshaw Band

More and more ships that have never known anything more musical aboard than a bosn's pipe are turning to part-time bands to provide music for spare-time enjoyment.

USS *Nicholas* (DDE 449) is the latest. Her six sailor-musicians play an assorted collection of instruments salvaged, for the most part, from surveyed equipment or discards of other ships and stations.

The instruments are held together with everything from tape to rubber bands, but to Harold McGrath, ET2, trombone; Joseph Davis, RD3, sousaphone; Elmer Baldwin, Jr., RD3, drummer; Robert Smith, SO3, cornet; Donald Roberts, HM, saxophone and Warren Nyhus, FCSN, clarinet their "Cumshaw Band" is just the thing to see and hear. Besides, they believe, it is the only one aboard any U. S. escort destroyer. The ship's electronics officer, Ensign John Wetherell, USN, is the band leader.

Despite the makeshift instruments, the band plays well and has received the praise of other ships' crews who have listened to their jive hours. Aboard *Nicholas*, the torpedo shop which doubles as a band room is always a favorite hangout for the crew.

The band also plays for official functions. As is done on capital ships, the Cumshaws play on special occasions such as when *Nicholas* enters or leaves port and passes or comes alongside another vessel. Being junior, the band renders musical honors first and then sits back to watch the fun as the surprised ship's musicians scramble out on deck to sound off in return.

If the band enjoys the few moments of consternation it creates, the fun is well earned. Baldwin's drum was bought second hand in Honolulu. The band put a new head on it and then painted in the ship's name and insignia, a voracious looking sea devil, half out of water, with a forked tail curled over one shoulder beckoning to an unsuspecting submarine periscope. Holes in the side were patched up with adhesive tape. The drumstick is a whittled down swab handle.

McGrath's trombone is the result of cannibalizing parts of several broken-down trombones and welding the pieces together into one working instrument.

Robert's saxophone is the good halves of two others that had given up the fight.

The cornet plays sweet and hot

until one of the rubber bands that holds the valves together breaks. Then it comes to a squealing halt.

The sousaphone was discarded from a cruiser band. The larger dents were pounded out, its holes patched up and the pieces welded together.

But patched-up instruments or not, *Nicholas* is proud of her Cumshaw Band. As you might have guessed, the band specializes in Dixieland jazz.

## Point Cruz Joins ASW Team

The Navy's newest escort carrier, USS *Point Cruz* (CVE 119) has joined other UN Forces in the Far East for employment in anti-submarine warfare training. Filled to the level of her strengthened flight deck with headaches for submarines, *Point Cruz* carries the latest thing in ASW equipment.

*Point Cruz* will be part of an extensive anti-submarine force composed of carriers, destroyers and aircraft which will employ specially designed and anti-submarine helicopters.

The HRS-2 'copters will become the coach of the Navy's anti-sub team. Flying from the deck of *Point Cruz* the 'copters will name the battery and call the plays in the training exercises. Hovering above the show the flying CIC team will coach the destroyers and aircraft in for their strikes on the target.

## Four-Way Rescue Team

A destroyer, a helicopter, a small boat and a strong swimmer teamed up to effect the rescue of a downed pilot. It happened this way:

While one of the USS *Boxer's* (CVA 21) catapults was launching the *Skyraider* piloted by LTJG William J. Oheren, USN, the catapult failed and the plane was tossed into the water ahead of the fast moving carrier.

Enter the helicopter. Hovering off the bow of *Boxer* it moved toward the pilot. Above Oheren, the 'copter pilot dropped a rescue sling to Oheren who had a broken right collar bone.

Oheren was unable to get his right arm into the sling. The helicopter crewman lowered himself in the sling to help Oheren. No good. Oheren began to float away from the sinking aircraft.

Now comes the destroyer USS *McCord* (DD 534). *McCord* moved in rapidly and when close enough one of her crewmen plunged into the cold sea carrying with him a line attached to the ship. The small boat lowered from *McCord* was in the act by this time and rushed to the scene.

Anticipating his need the helicopter had returned to the carrier, taken aboard a flight surgeon and returned to the destroyer. The doctor was able to attend Oheren by the time he was hauled aboard.



DIXIELAND JAZZ is their specialty—six sailors on board USS *Nicholas* (DDE 449) give out with lots of hot licks in their newly organized 'cumshaw' band.



# Navy Football Teams Primed for Bright Season

The long, warm weather hibernation is almost over and the 1953 Pigskin Parade will once again weave its way through many naval activities as King Football regains the sports spotlight.

Prospects for many Navy teams are bright. Defending champion of the mythical All-Navy football crown, NTC San Diego, is again expected to field one of the top teams in the Armed Forces.

Plenty of competition will be provided in the Navy ranks by NTC Great Lakes, PhibPac and NTC Bainbridge. Not to be overlooked are the teams at Pensacola, Alameda, Quonset Point, Moffett Field and Barber's Point naval air stations.

Gazing into our crystal ball, here's what we see:

- *NAS Barber's Point* — The "Pointers" last year had a 3-3 record in the Universal Invitational Football Conference but look for better things this season. Barber's Point will play in the University of Hawaii-Armed Forces Invitational Conference which is made up of five service teams and three civilian outfits.

Cliff Dunkley, Bill Secor and Jim Wolf, who together total more than 600 pounds, will bulwark the "Pointer" forward wall. All three have college experience and are returning to the "Pointers" for the second year.

Returning to the halfback post for



**STIFF-ARM MAN** — J. D. Smith, Goshawk halfback displays his technique against Fort Benning player.



**FOOTBALL'S BACK** and Navy teams will soon be charging across the grid-irons. Shown here is Jim Monachino who's back with NTC San Diego eleven.

his second season is 195-pound George Minahan. Last season, Minahan was selected to play in the "Hula Bowl" game, a post-season charity game which includes some of the top All-Americans in the country.

Head coach for the Barber's Point eleven is First Lieutenant R. D. Michelson, USMC, while Lieutenant Commander "Brandy" Brandenberger will be backfield mentor.

- *NTC Great Lakes* — The Great Lakes "Bluejackets" had four wins and six losses and should improve on that record this season.

Although the "Bluejackets" are not scheduled to play powerful NTC San Diego this fall, the addition of two tough Army elevens—Camp Atterbury and Fort Leonard Wood—should keep the schedule difficult.

Ensign C. Elmo Cummings, former All-Texas Conference tackle, has been named head coach for the 1953 "Bluejacket" football team, replacing Lieutenant Cliff Niedzielski.

On hand to greet the new Great Lakes coach were such outstanding performers as Junior Arterburn, 165-pound quarterback who received honorable mention on All-American lists while playing for Texas Tech, and Lindy Berry, 185-pound halfback, formerly of Texas Christian University and the Canadian Professional Football League.

Other returning veterans include

Doyle Malone, center, from Texas Christian, Bob Hunt of Northwestern, Glen Young of Purdue and Bonner Upshaw of the University of Michigan.

- *PhibPac* — A perennial football power on the West Coast, PhibPac will again be in the thick of the fight for Pacific Navy football honors. Lieutenant Paul Meredith will again be back to guide the football destinies of the "Invaders."

Returning to the driver's seat to direct the Winged-T attack will be All-Navy and former All-American quarterback Bill Wade from Vanderbilt University. A newcomer that should fit well in the same backfield as Wade is Billy Cox, former triple-threat All-American (1950) from Duke University. Cox finished second in the nation in "total offense" in 1950 behind Johnny Bright of Drake University.

Other important additions to the "Invaders" are linemen Don Wade, brother of Bill, Bob Hempel, Kurt Storch, Don Edmonston, Bob Griffis, Dave Parrish and Little All-American Bob Ledbetter. Hempel was a wingman for the Naval Academy eleven while Storch played the identical position for the University of Arizona. Edmonston was a two-year performer in the Rose Bowl at the guard position for the University of California.

Others returning to the fold are



Maurice "Mo" Bassett, 240-pound fullback, center Paul Hatcher, Jim Blackburn and Bob Griffis, all of whom received honorable mention on the All-Navy team last year.

Highlighting PhibPac's rugged 10-game schedule should be the tussle with Fort Ord when Soldiers Don Heinrich and Ollie Matson match pigskin artistry with Wade, Cox and Company.

• *Norfolk* — The Norfolk Navy "Tars" are counting heavily on returnees Johnnie Hoffman, Doug Mac Lachlan and Jack Esslinger to better last year's record of four wins, five losses and one tie.

Bob Baxter, Don McCauley, Ed Cavanaugh, Ted Bittner and James Jennings are other veterans that will don Norfolk Navy colors again this fall.

Jim Lail, athletic director at the Norfolk Naval Station, will be at the helm of the "Tars" for the second season and is hoping that incoming transfers will produce some needed help.

• *NAS Moffett Field* — With more than 100 aspirants out for the team, Coach Joe Moore has a hunch that this is Moffett's year. Making the outlook bright is the return of veteran linemen Orlo Cockly, Ernie Nevue, Eric Richardson and Lee Boyd and backfield stars Dick Aartilla, Ron Smith, Nels Erstad and Ray Fadich.

"With the end of the 'platoon system'," Moore says, "Everybody will be on our level. This should help."

• *NAS Pensacola* — Lieutenant Commander Bill Bailey, new Pensacola Navy "Goshawk" grid mentor,



**MID-AIR SNARE**—Bill Secor, right end for Barber's Point football team, catches pigskin in a flying leap.

has his work cut out for him this season. His job is to improve on the team that last year won nine and tied one.

With a bevy of 20 returning grid-ders from last season, headed by Bob Zastrow, former Naval Academy star, "Buster" Owen of the University of Florida and Wit Bascauskas, of Columbia University, Pensacola Navy should again field one of the top service teams in the South.

Bailey succeeds Lieutenant Commander Paul King, who becomes graduate manager. The new "Goshawk" football coach is a former All-American while playing with Duke University in the late '30s.

The "Goshawks" have scheduled seven of the strongest teams on last year's schedule and, to add spice to the pudding, have added NTC Bainbridge and the Naval Academy JVs to this season's opponents.

• *NTC San Diego* — The Naval Training Center San Diego again looms as the team to beat for the mythical All-Navy championship. Rated the second best service team in 1952 (behind Bolling Air Force Base), this year's grid machine should be another strong contender.

San Diego has a schedule equal to its talent. Besides the yearly battles with NAS San Diego, PhibPac and MCRD San Diego, the "Jackets" have games on tap with Arizona State College, North Texas State College and Fort Ord.

Richard "Dick" Evans was recently signed as the new head coach for San Diego, replacing Commander Tay Brown. Evans comes to NTC after playing four years of professional football and seven years of coaching. Last season, he was line coach for the Chicago Cardinals of the National Football League.

Some of the outstanding players for NTC San Diego include Bob Boyd (see *Sideline Strategy*, p: 43) end or fullback; Dewey McConnell, end, of Wyoming University, selected to the 1951 All-American defensive team; Russ Faulkinberry, tackle, of Vanderbilt; Mickey Adza, center, formerly of Santa Clara; Jim Monachino, fullback, formerly of the University of California and San Francisco 49'ers; and Bill Jessup, end, who played for the University of Southern California and the San Francisco 49'ers.

### **Alameda Golfers Break Tie**

NAS Alameda won the 12th Naval District golf championship by defeating the linksmen from NAS Moffet Field and Treasure Island at the Richmond, Calif., golf course.

A play-off was needed when the three teams ended the regularly scheduled season tied for first place. The Alameda golfers scored 19½ points to win the play-offs and the championship. NAS Moffet Field took second place with 17½ points while Treasure Island came in a close third with 17 points.

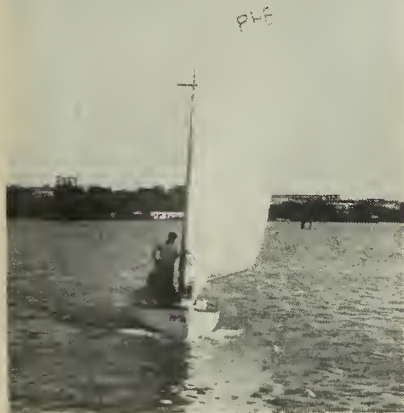


**TACKLE** Robert Anderson, former college star, has been on Bainbridge Navy Commodores for two seasons.



**FADING BACK** for forward pass, George Minahan, starting halfback at Barber's Point, 'launches' a long one.





**HOME STREICH**—Ilima, representing NAS Pearl Harbor, breezes into third place in Maritime Day regatta.

### **Bantam Ben Takes Net Title**

The Atlantic Fleet tennis singles championship this year was retained by defending champ Benjamin Sobieraj, AKAN, USN. He overcame stiff competition during the week-long tournament held at the Newport, R. I., Naval Station, to hold the crown. Sobieraj also was a member of the team that won the doubles crown.

The 136-pound champion from the Naval Auxiliary Air Station, Sanford, Fla., not only won the fleet tennis championship for the second consecutive year but was also voted the outstanding player of the 1953 tournament.

Bantam Ben won the singles championship by slashing his way to victory in three straight sets over LTJG K.C. Stengel, of PhibLant 6-2, 6-2, 6-3.

In the doubles matches, Sobieraj teamed with Cecil Wilson, ADC, USNR, of the Naval Air Station, Jacksonville, Fla., to upset their Fleet Air teammates, Lieutenant John Warmath, of USS *Midway* (CVA 41) and John Webb, AO3, USN, of Fleet Air Wing Training Unit, Key West, Fla., 4-6, 6-3, 6-3, 7-5 for the championship.

Fleet Air won the team championship for the Atlantic Fleet, scoring 19 points while the Marines were second with 8 points. Following in order were PhibLant, DesLant, ServLant, BatCruLant, Fleet Headquarters and MinLant.

### **Interservice Baseball**

The 1953 All-Navy baseball championships will be held at NAS Jacksonville, Fla., as the Eastern and Western Navy champs take to the diamond 6-11 September in the best-of-five-game series. The winner of the All-Navy title will then compete in the Interservice play-offs on 18-19 September at the Marine Corps School, Quantico, Va.

For the quarter-finals eliminations, all naval activities are organized into four divisions:

- Eastern Naval District Group (Host: Com 5)—The district champions from the 1st, 2nd, 3rd, 4th, 5th, 6th, 8th, 9th, 10th, 15th Naval Districts and a combined Potomac-Severn River Naval Commands team.

- Atlantic Fleet Group (Host: CinCLant)—Championship teams representing Atlantic Fleet units and shore-based units operating under the Commander-in-Chief, U.S. Atlantic Fleet.

- Western Naval District Group (Host: Com 11)—District champions from the 11th, 12th, 13th, 14th and 17th Naval Districts.

- Pacific Fleet Group (Host: ComServPac)—Championship teams representing Pacific Fleet units and shore-based units operating under the Commander-in-Chief, U.S. Pacific Fleet.

The quarter finals will yield one championship team from each of the four groups. In the semi-finals, to be played 27-31 August, the Eastern Naval District group champion will

play the Atlantic Fleet group champion for the "Eastern Navy Championship" (Host: Com 5). On the same dates, the champion of the Western Naval District group will meet the champion of the Pacific Fleet Group for the "Western Navy Championship" (Host: Com 11).

The two coast champions will then play each other for the All-Navy championship.

Rules for the All-Navy eliminations and championship game will be in accordance with Official National League Baseball Rules for 1953, except for a minor change involving protests.

Complete details on this year's baseball tournaments are contained in BuPers Notice 1710 of 11 June 1953.

### **Mat Squad Wins Hands Down**

The combined NAS-AirPac wrestling squad won the 11th Naval District wrestling championship with a total of 56 points to runner-up NTC San Diego's 43 points. Submarine Flotilla One finished third with 30 points.

The champion "Skyraiders" took four top berths while SubFlotOne gained two, NTC San Diego, and MCAS El Toro, one apiece.

The new champions are: Richard Delgado (114 lbs), NAS-AirPac; Waldo Sharp (125 lbs), SubFlotOne; D. A. Stutesman (136 lbs), NAS-AirPac; Richard Santoro (147 lbs), MCAS El Toro; W. J. Wilson (160 lbs), NAS-AirPac; Bill Ellis (174 lbs), NAS-AirPac; Dewey McConnell (191 lbs), NTC San Diego; and Harlow Wilson (unlimited), SubFlotOne.

### **Pistol Packing Gals Win Title**

The Bureau of Ordnance Women's Pistol team won the 1953 Women's Indoor Pistol Team matches and set a record score for this match when they fired a total score of 1038 points.

Competing with seven other women's pistol teams throughout the U.S., the BuOrd "pistol packing gals" finished 25 points ahead of their nearest competitor and were awarded the team trophy plus five silver medals.

Members of the winning four-woman team were Helen Weaver, YNC; Lieutenant (junior grade) Mary Fisher; Clare Howser, wife of a Navy officer; and Ensign Nancy Ellifrit.



**NET STAR** — Benjamin Sobieraj, AKAN, USN, showed top form in winning Atlantic Fleet championship.



## Wave No-Hitter

Dorothy Partridge, pitcher for the Pearl Harbor Naval Base Wave softball team, twirled a perfect no-hit-no-run game as the Pearl Harbor Waves swamped the Hickam AFB WAFS 18-0.

In the seven-inning game, Partridge faced the minimum of 21 batters, fanning 13 while her mates were playing errorless ball to retire the other eight. Meanwhile, the Waves were walloping the Hickam pitchers for 18 hits.

In the next game she pitched, Dottie tossed a one hitter at the NRS Wahiawa Waves as her team won 16-2. The only safe hit in the game for Wahiawa was a bunt. The losers' two runs were both scored as a result of errors.

Dot now has the distinction of allowing only three hits in the last 33 innings she has pitched.

## Another Double Eagle

Lieutenant Joe Bobbitt became the second Navyman to score a double eagle this year and also was the first golfer ever to post such a mark at the NAS Pensacola golf course.

Mike Schuller, AD2, of VR-5 at NAS Alameda was the first Navy golfer to turn the trick this year.

Bobbitt was playing as a member of the NAS Corry Field golf team when he stroked his outstanding shot. On the 535-yard No. 7 hole of the tree-lined NAS Pensacola links, Bobbitt blasted a screaming tee shot of 280 yards and then holed out with a 255-yard spoon shot.

Incidentally, NAS Corry Field, perhaps inspired by Bobbitt's hot-shot, went on to win the match over the School of Aviation Medicine, 26½ to ½.

## 14 ND Volley Ball Champs

The Fleet All Weather Training Unit Pacific, based at NAS Barber's Point, T.H., won the 14th Naval District volleyball championship for the second consecutive year.

In a double elimination tournament, the unit defeated the Pearl Harbor Marine Barracks once and the Fleet Marine Force, Pacific, twice to win the title.

Other teams in the tournament were NAS Barber's Point, MCAS Kaneohe, T.H., Pearl Harbor Naval Base, Commander in Chief, Pacific, Commander Service Force, Pacific.

# SIDELINE STRATEGY

**B**OB BOYD, SN, USNR, was voted the "Outstanding Athlete" in the first annual All-Navy Track and Field Meet held this summer. The former Loyola University of Los Angeles athlete set two of the meet's top records as he ran the 100-yard dash in the outstanding time of 9.5 seconds (only two-tenths second off the world's record) and the 220-yard dash in 21.8 seconds.

The time in the 100 was one of the fastest recorded this year. What's more, Boyd turned it in on a soft, slow track churned up by hundreds of runners in the first two days of the meet. In the qualifying heat for the 220, Boyd covered the distance in 21.7 seconds, but five-tenths of a second off the world's record.

Running for the NTC San Diego track team is only a secondary sport for the 6-ft. 190-pound whirlwind in his off-duty hours. Football is actually his favorite sport. Before being recalled to active duty, Bob played one season as first string offensive end and defensive halfback for the Los Angeles Rams professional football team.

During college days at Loyola, Boyd was a member of both the track and football teams. In the 1950 NCAA Track and Field Meet, he won his favorite event, the century dash, in the identical time of 9.5 seconds. This month, Boyd is expected to return to his end and halfback position and become a mainstay on the NTC San Diego grid machine.

Boyd was selected to play in the Navy Relief charity game with Navy-Marine All-Stars.

★ ★ ★

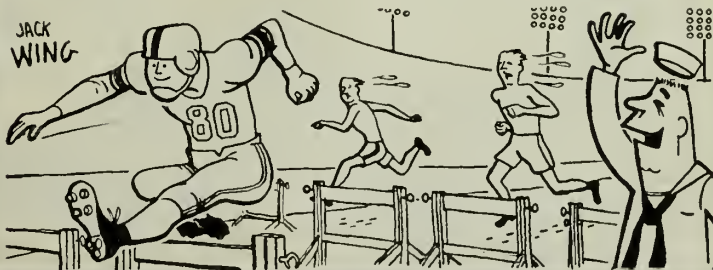
Corporal Bill Miller, usmc, won the "Outstanding Athlete" award in the All-Marine Track and Field Meet as he won the javelin throw with a toss of 232-ft. 1½-in., took the high jump with a leap of 6-ft. 4-in. and ran on the winning Camp Pendleton mile-relay team. Miller was second-place winner in the javelin throw in the 1952 Olympics behind Cy Young of Los Angeles A. C.

★ ★ ★

The All-Navy and All-Marine Track and Field championships were held concurrently this year at Camp Lejeune, N. C., but the athletes from the two services didn't compete against one another. A terrific rainstorm almost washed out the final day's events, but the Marine field crew used gasoline to burn almost two inches of water off the track and have it in condition for the final events.

★ ★ ★

Pity the scorekeeper for the NATTC Memphis Waves softball team. In four games played recently, the Waves scored a total of 112 runs to their opponents six. In chalking up their amazing record, the Waves registered victories of 40-0, 26-2, 27-4 and 19-0. During their four-game scoring spree, the Wallopin' Waves made 13 home runs—one a grand slam by Judy Hoy.—Rudy C. Garcia, JO1, usn.





## NEWS OF OTHER NAVIES

In this new section **ALL HANDS** continues its report of news items of interest concerning navies of other nations.

★ ★ ★

**CANADA**—A Canadian destroyer escort has joined the "Train Busters" club for the second time in less than a year.

*HMCS Crusader* renewed her membership in the exclusive club whose honorary members consist of any surface craft successful in destroying a Communist train.

Last April the Canadian ship cruised close inshore to cover an open stretch of railroad track between two mountains south of Tanchon, North Korea. Shortly after midnight a locomotive and 15 cars were sighted on the tracks between the two mountains. Immediately starshells from *Crusader* illuminated the area and her guns opened fire.

The bombardment closed both mountain tunnel entrances, forcing the Communist train to remain in the open. The ship's guns chopped it to pieces like a hunter shooting a sitting duck.

*Crusader* first joined the "Train Busters" in October 1952 when she flattened a Communist supply train consisting of one locomotive and 13 cars.

★ ★ ★

**SOUTH KOREA**—After completing three years of applied study in all phases of Naval tactics, 88 South Korean midshipmen became officers in the ROK Navy in the seventh graduating class of the Republic of Korea's Naval Academy at Chinhae, Korea.

The new officers are currently supplementing their study with six months of on-the-job training aboard ships of the U.S. Fleet. Upon completion of this training the new officers will be assigned regular billets in the ROK Navy.

In recent years the ROK Navy has made significant progress. For example, eight years ago the Korean Navy consisted of 53 men and no ships. Today there are more than 10,000 ROK Navymen and 56 ships.

**GREAT BRITAIN**—To supplement her 166 ships on active duty, the British Navy has a large "shadow fleet" which could be put into active service on short notice.

Similar to the U.S. Navy's "mothball fleet," the Royal Navy has 322 ships in reserve or going into reserve, 47 being used for training or other special duties, a large number of tankers and supply ships in the fleet train, attendant vessels and innumerable "small craft."

In addition, there are about 140 new ships being built for the British Navy, or for loan to Allied navies. These include eight aircraft carriers, three cruisers, three destroyers, 13 frigates and 95 minesweepers.

Last year was one of planning and preparation, the British say. This year the results will be felt in a steady stream of new vessels.

★ ★ ★

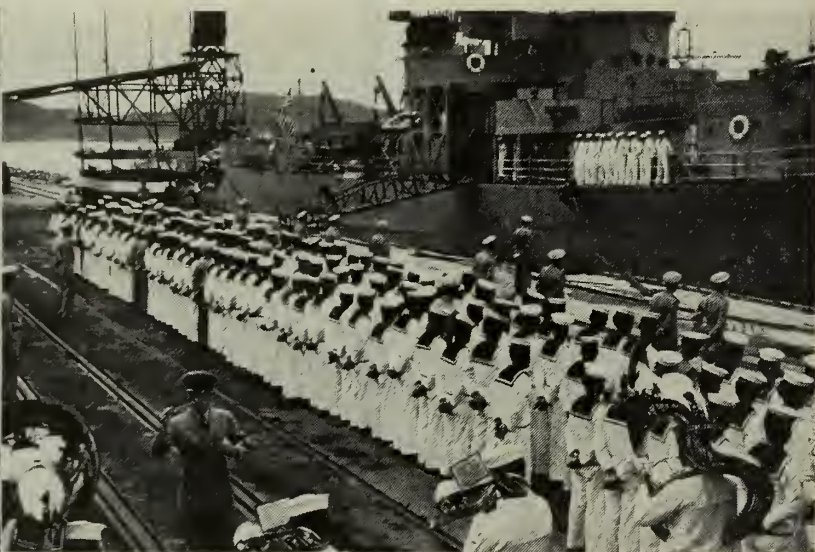
**ITALY**—The construction of the first Italian ships planned in the post-war period is underway. The keels for two 4000-ton destroyers (standard displacement), two 2800-ton destroyers and two 1500-ton destroyer escorts together with some minesweepers and coastal craft have already been laid.

According to recent information, the destroyers will be equipped with 127-mm. cannons and 40-mm. anti-aircraft machine guns. Their speed will be more than 35 knots for the 4000-ton *San Giorgio* type and about 34 knots for the 2800-ton *Impetuoso* type.

The new constructions are part of a program, which includes, in addition to other construction now in progress, the overhaul of some escort vessels and some submarines, important re-modernization of ships now in service and the construction of escort vessels of a medium type, minesweepers and coastal craft.

These units will be added to the present fleet which includes: two battleships, three cruisers, 40 escort vessels, some minesweeper flotillas and about 10,000 tons of auxiliary craft.

The clauses of the Peace Treaty which prohibited the construction of some types of ships were abrogated in



TURKISH signalman sends message during NATO exercise. Right: Colombian crewmen prepare to board former USS *Burlington* (PF 51). Frigate was transferred to Colombian Navy in ceremony held at Yokosuka Naval Base, Japan.



1951. According to NATO plans, the Italian Navy will be given the tasks of conveying, anti-submarine warfare, minesweeping and laying, and protection of the coasts in collaboration with other Allied Navies in the Mediterranean Sea.

★ ★ ★

FRANCE—Two French "vest pocket" submarines complete with operating and maintenance crews have joined the U.S. Atlantic Fleet to begin temporary duty on the East coast for several months.

These Ex-German midget subs are 39 feet long with a 6-foot beam at the widest point. They displace 16 tons and carry two electric torpedoes at a submerged speed of three knots and a surface speed of eight knots.

The French subs were brought to this country aboard *uss Batelgeuse* (AK 260). The tiny two-man boats cannot cross the ocean under their own power.

The two submarines participated in recent Atlantic Fleet exercises, in which they were used to test American underwater sound and electronic warning devices for harbor defense by trying to sneak through Hampton Roads at the Norfolk Naval Base.

★ ★ ★

AUSTRALIA — The Royal Australian Navy has an extensive program underway to build up her anti-submarine resources.

In addition to training a large number of personnel in anti-submarine tactics, the Royal Australian Navy has modernized its *River*-class frigates, *Tribal*-class destroyers and its *Q*-class destroyers by installing the most modern electronic devices and the latest type weapons used in hunting and destroying enemy submarines. Another part of the program includes the building of six 2000-ton anti-submarine frigates.

This fleet, if the need should arise, will be able to operate alone or in company with other friendly forces in assisting the Allied cause. In the event of a war, it will help to maintain Australia's supply lines and protect the Australian mainland from possible enemy attack.

GREAT BRITAIN—The British Navy has a new center for testing gas-turbine marine engines that may someday power fast warships of the Royal Navy.

Located in the National Gas Turbine Establishment at Farnborough, England, the new test center is designed to give more accurate analysis to the major parts that make up the gas-turbine engine. The new test center is a large steel-framed concrete building with a 100-ft. long testing bay. In this testing bay, engines with up to 10,000 shaft-horsepower can be tested under conditions closely resembling those encountered at sea.

In the past decade most of Britain's progress in gas-turbine engines has been in the field of aircraft. However, the Royal Navy now has gas-turbine launches in use and a British tanker with a gas-turbine engine has already crossed the Atlantic several times. The U.S. Navy has accepted two gas-turbine engines that were developed in the Royal Navy.

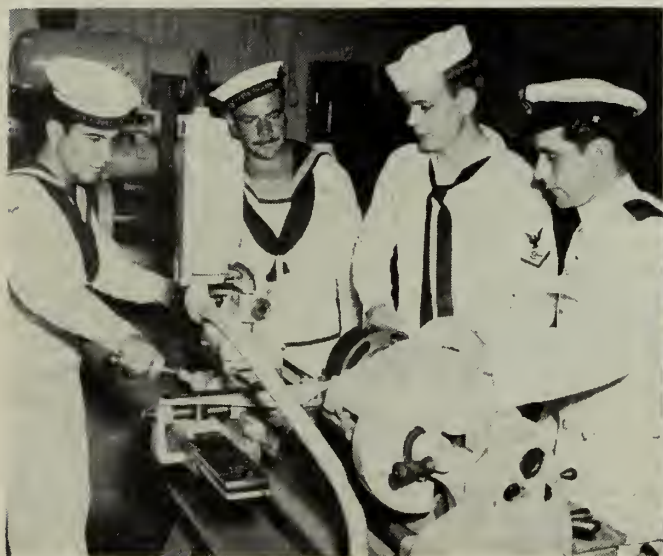
★ ★ ★

THE NETHERLANDS—The submarine *USS Hawkbill* (SS 366) has been turned over to the Royal Netherlands Navy, making the second U.S. submarine transferred to the Dutch under the provisions of Public Law 520, 82nd Congress. (*USS Icefish* (SS 367) was the first.)

The Netherlands requested the submarines from the U.S. for training purposes, until they could complete two submarines included in their own building program. The Netherlands-built subs are expected to be in operation by 1956.

*Hawkbill*, veteran of five war patrols during World War II, will be renamed *Zeeleeuw* (Sea Lion) (S 803).

The Netherlands said "No appropriation will be required in connection with the activation and modernization of (the) two submarines. Money will be allocated for this purpose from appropriated Mutual Security Act funds." In effect, the Navy said, the submarines will be returned to the U.S. in substantially the same condition as when loaned.



PORTUGUESE sailors are shown some of the equipment, used to train Reservists, by David McMichael, MR3, USNR. Right: French Navymen work in plotting room of cruiser *Montcalm* during NATO exercise in the Mediterranean Sea.



# THE BULLETIN BOARD

## Annuity Plan Helps Provide for Survivors of Retired Navymen

A new law just put on the books will permit Navymen to provide more adequately for their dependents by electing to use part of their retirement pay to set up an annuity plan for their survivors.

Detailed instructions concerning the new plan will soon be available to the Fleet and to retired personnel through regular channels, but here are some of the basic points of the new law.

This plan is designed not only for personnel now in the naval service but also those who have retired. *BUT is is very important to recognize that there are certain deadlines with which you must comply, as follows:*

- Generally speaking, the annuity plan is open to personnel with less than 18 years of service, that is, application must be made before you reach this status.

- However, IF you have more than 18 years of service now, or IF you are already in a retired status, you must execute required form by 30 April 1954. (See details below).

There is another important point to consider. Even if you do not now have any dependents, you should still carefully consider the advisability of entering this annuity program within the deadline period.

BuPers points out that failure to execute the required option before you put in 18 years will bar you from benefits of the plan—whereas if you do execute it, even though you have no dependents at that time, it will do no harm. Deductions are not made until you actually retire, and if you have not acquired dependents by that time, no deductions will be made. There are also provisions for modification or revocation which will be explained in instructions and forms to be issued at a later date.

As soon as the wheels start humming, you will be asked to execute a form stating whether you wish to enter the plan or not. Should you indicate “yes,” you will be given six options.

Under any option, you will agree

to take a decreased amount of retired pay when you retire. In return, the Navy will provide an annuity (a yearly sum) for your wife or children when you die after you retire.

Naval Reserve officers and enlisted men will be able to get in on the annuity plan too, according to the law. More details on Reserve will be issued in the near future.

The new law provides for the first time a way for naval personnel to plan through the Navy to provide for their dependents after they are gone. Previously, protection like this was only available through the VA to the dependents of men who died while on active duty.

Under the plan, a man may choose for his survivors an annuity amounting to either one-eighth, one-fourth or one-half of his reduced retirement pay. His retired pay will be reduced accordingly by an “actuarial equivalent” based on his age and the age of his beneficiaries.

The plan is based on the fact that the average person in the service who retires will draw a given amount of retired pay before his death—some more, because of natural longevity, some less, because of premature death.

In other words, the plan provides that a person may elect to divide

this given amount of retired pay with his survivors by drawing less pay during his lifetime so that his survivors may draw a proportion of that pay after his death. The total cost to the government of the retired pay, or the retired pay plus survivor's benefit, will be the same.

The flexibility of the plan is revealed in the various options and combinations of options which give the individual a wide choice as to how he may divide his retired pay. He may decide (1) to protect his widow (2) to protect his children or (3) to protect both his widow and children (*but no other dependent*). Whatever his choice, he will pay the entire cost of his selection which varies in accordance with actuarial tables.

Of course, it is true that the cost to the retired individual in the reduction of his retired pay is less if his wife is about his age at his retirement than it would be if he were married to a much younger woman, because of the life expectancy of both.

This also holds true if the retired member elects to include a child or children as he may do under a different option.

Whichever option he selects, the Navyman receives his reduced pay for the duration of his life. After his death, his widow receives what he has elected for her until she dies (or remarries). If children are included, they receive the elected amount until they reach the age of 18, or are married prior to that.

Here in brief are the basic options you can choose:

- Annuity for your widow—Payable to, or on behalf of, the widow. Terminates upon her death or remarriage, whichever occurs first.

- Annuity for a child or children—Payable to, or on behalf of, the surviving child or children. Terminates when there ceases to be at least one surviving child unmarried and under 18 years of age. Where there is a child unmarried and over 18 who is incapable of self-support because of being mentally defective

### Advance Info on Annuity Plan

This round-up on the new annuity plan should be considered advance dope. The details are now being worked out by BuPers and will be sent to your commanding officer as soon as possible. He will let you know what to do—and when.

So until then, hold your hat!

Do not write to BuPers for more information or applications to enter the plan. BuPers is moving as quickly as possible—first of all—to notify those who have only a limited time under the law to enter the plan. Then the instructions will be put out for the information of all hands.



or physically incapacitated, the annuity would terminate upon marriage of such child, his recovery from the disability, or his death.

- Annuity for both—Payable to, or in behalf of, the widow and surviving children. Terminates upon death or remarriage of the widow, or, if later, on the first day of the month in which there were no surviving children under 18 and unmarried. If there were a mentally defective or physically incapacitated child unmarried and over 18, the annuity would terminate upon his marriage, recovery or death.

- Annuity to cover the contingency of the beneficiary's dying before the retired member—This one may include the terms of either Option 1, 2 or 3, with the added provision that no further deductions will be made in the retired member's pay after his beneficiary's death.

Hence, you actually have six options—if you consider the fact that you may add the last option to any of the three basic options.

To take care of those Navymen who have now passed the 18-year mark in their careers and hence have had no opportunity to join the annuity plan, the Act makes an exception, to the 18-year rule for a short while.

If you have now served 18 years' or more creditable service—and wish to enter the plan—you may do so by executing the required election form by April 1954 (180 days after the effective date of the law).

The time limit applies also to Navymen now on the Retired List. Those on the Retired List will receive their election forms by mail.

Once the new law is in effect, there will be only two reasons accepted as exceptions to the 18-year-service rule. They are:

- A person who retires as the result of a physical disability before putting in 18 years. He can decide what to do at the time he retires.
- A person who is a prisoner-of-war at the time he becomes eligible for retirement. He has six months after repatriation to decide what to do.

Here's an example based upon assumed tables which have not as yet been filed under the Act—where the individual took the first option.

A serviceman retires at the age of 55, his wife is five years younger

## HOW DID IT START

### Marine Aviation

Marine aviation had its beginning back in May 1912 when First Lieutenant Alfred A. Cunningham, USMC, was ordered to the Annapolis Aviation Camp at the U. S. Naval Academy, Annapolis, Md., for "duty in connection with aviation."

By the end of 1913 Marine aviation consisted of two officers and seven enlisted men, all on duty at Annapolis. The First Marine Aviation Squadron was formed in October 1917. In 1918, Major Alfred Cunningham led a group of Marine flyers to France where at first they flew British and French planes. Two months before the end of the war, however, they were given Liberty-powered de Havillands.

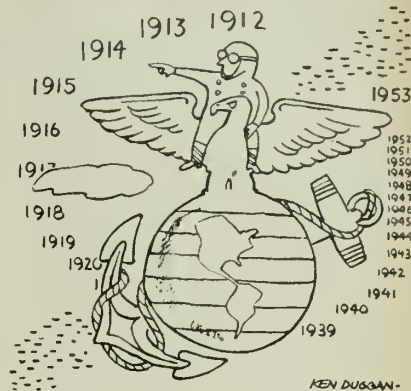
At the end of World War I, the Marine air arm consisted of 282 officers, 2180 enlisted men and 175 trained cadets. Of this number, 182 officers and 1030 enlisted men were serving in Europe.

During the 1920s Marine aviation distinguished itself with record-breaking long distance flights, exploratory and experimental flights, and service in Central America. On 5 Dec 1929, Captain Alton N. Parker, USMCR, became the first pilot to fly over the Antarctic Continent.

While in Central America, Leatherneck fliers skirmished with bandits in Nicaragua where air tactics, including dive-bombing techniques, were gradually formulated which have resulted in the present concept of close air support of ground troops. It was during that period that Major General Christian F. Shilt, USMC (then a first lieutenant), became the first pilot to evacuate wounded men from a battle area. He was awarded the Medal of Honor for his action.

In November 1931, two Marine squadrons went aboard the carrier USS Lexington (CV 2), the first time in history that Marine pilots had served on a carrier. Also about this time, a world's altitude record was set by Major Chester L. Fordney, USMC, and Lieutenant Commander Thomas G. W. Settle, USN. In November 1933, the pair made a stratospheric flight in a balloon to a height of almost 12 miles.

At the outbreak of World War II, Marine



aviation had begun to expand but found itself greatly outnumbered in early encounters with the enemy. With only four battered F4F Wildcats, Marine pilots at Wake Island fought a lap-sided battle against the Japanese, often fighting up to 10 times their number. At Midway, Marines spearheaded the aerial defense of the island, bearing the brunt of the Japanese air attack. Guadalcanal-based fighters repeatedly challenged and fought numerically superior forces. During a three-and-a-half-month period, in action centered around the enemy bases of Rabaul and Kavieng, the flying Leathernecks destroyed nearly 1000 planes in the air.

When Japan surrendered on 15 Aug 1945, Marine aviation had expanded from a total strength of less than 15,000 men at the time of the Guadalcanal invasion, to more than 118,000 men, with four aircraft wings.

A more recent milestone of Marine aviation is the first atomic-helicopter maneuvers that took place during the atomic exercise "Desert Rock V." Marine pilots leapfrogged their helicopters over the atomic "hot" spots in the wake of an actual blast.

In Korea, Leatherneck fliers have flown around the clock, transporting supplies, spotting artillery fire, evacuating wounded, transporting Marine ground troops and performing tactical air support missions.

than he. His annual retired pay would be \$3000. Actuarial calculations are made to assure as closely as possible that the reduced pay he will actually draw during his lifetime in a retired status plus the annuities to be paid to his widow will not cost the government any more on the average than what the government would ordinarily pay to him alone.

Using Option 1, the sum of \$456 will be deducted from his retired pay, leaving \$2544.

Upon his death, his widow would receive one-half or \$1272 a year for the rest of her life (unless she remarries).

In order to provide this annuity, the serviceman takes a reduction of a little more than 15 per cent in his retired pay.



# Navy's Legal Assistance Program Is Ready to Help You

**D**URING World War II (when the nation's manpower was fully mobilized) many men, new to the armed services, were faced with personal legal problems at home. To help members of the naval service who found themselves in such a dilemma, the Secretary of the Navy initiated in June 1943 the Navy's first "legal assistance program."

The purpose of the Legal Assistance Program of the Navy, then as now, is to interview, advise and assist service personnel who have personal legal problems, and in certain cases, to refer them to competent attorneys acting in cooperation with the American Bar Association. State and local bar associations and legal aid organizations.

The Navy has long recognized the fact that a man who is worried about his personal affairs is not an effective member of a military organization, and that the morale of the armed forces is intimately connected with a man's freedom from worry over personal and family problems.

Prior to World War II, legal assistance existed in the Navy for many years—but unofficially. It was provided by commanding officers afloat and ashore.

Commanding officers made the best arrangements they could for handling legal problems of their men, but relatively few commissioned officers had any legal training. Consequently, many, if not most, of the personal legal cases had to be referred to civilian counsel in the locality where the problem required attention. Such assistance was, at best, a hit-or-miss proposition.

Under the present program, Legal

Assistance Officers are naval officers, each of whom is also a member of the bar of a state, territory, or the District of Columbia. Legal Assistance Offices are established at naval district headquarters, navy yards, naval stations, Marine Corps bases, Marine barracks and other naval activities where qualified lawyers are available. Legal Assistance Officers or Acting LAOs are also usually appointed on ships or stations having complements of more than 1,000.

For smaller ships or stations, where the services of an LAO is deemed advisable by the commanding officer, and there is no licensed attorney on board, a naval officer may be assigned collateral duty as *acting* Legal Assistance Officer. The Acting LAO can arrange for legal services, but is himself forbidden to give such advice or service, the same as a layman is not allowed to perform the work of a doctor, priest or minister.

Here's a point to remember. If you need legal advice, you may call in person for an interview with your Legal Assistance Officer without going through any chain of command. If you do not know where to find him, your personnel officer or chaplain can tell you.

All matters upon which you may consult your Legal Assistance Officer are treated confidentially. It is a strict rule that such confidential matters will not be disclosed by personnel of the legal office to *anyone*, except upon the specific permission of the person concerned, and that such disclosures may not lawfully be ordered by any superior naval authority.

The Judge Advocate General requires observance of this rule as essential to establishing confidence of naval personnel in the integrity of the Legal Assistance Program. All persons, regardless of rank or rate, are assured that they may disclose frankly and completely the material facts of their legal matters without fear that such confidences will be disclosed or used against them in any way.

The type of cases which Legal Assistance Officers can handle for you include the drawing of wills, powers of attorney, deeds, affidavits,



Careful what you say to him. He's self-conscious about his size.

contracts and many other documents. Matters relating to automobile sales and licenses, and cases where a landlord may be attempting to evict your family during your absence and similar troubles are legitimate reasons for dropping in to see your LAO.

Legal Assistance Officers also deal with cases of transfer of property, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, insanity, taxation, personal injury and various cases in which the Soldiers' and Sailors' Civil Relief Act of 1940 may be invoked for the protection of service personnel or their families.

Navy men may also go to see an LAO of another service. For example, a sailor on leave in the Midwest, who has a legal problem, may drop in to see the LAO at an Air Force or Army base near his home town. Dependents (of active duty Armed Forces personnel) are also eligible to use the services of a Legal Assistance Officer of any branch of the Armed Forces.

It should be clearly understood, however, that Navy Legal Assistance Officers are not permitted to represent you as counsel, or appear in person, or by pleadings, in or before civil courts, boards or commissions, but this is not to be construed in such a way as to interfere with the present practice of naval officers who appear in police or criminal courts as legal representatives of the commandant or commanding officer where naval personnel may be involved.

Since Legal Assistance Officers



"Hey, mate—no parking without a permit!"

cannot appear in court as counsel, and obviously cannot deal personally with problems arising in every locality in the U. S., provisions have been made for handling such cases. The American Bar Association's Committee on Legal Services to the Armed Forces was organized in 1941 to provide just such help.

Thus a serviceman stationed in Norfolk, Va., for example, who learns his family is being wrongfully evicted in, say, the state of Oregon, may go to his Legal Assistance Officer and tell him his story. That officer will most likely communicate with the chairman of the State Bar Legal Assistance Committee in Oregon, who in turn will select a lawyer in or near the man's home town to appear in court there, or to take any necessary action to protect the interests of the serviceman's family. This, of course, would be handled by the civilian attorney on a regular fee basis.

Legal Assistance Officers, of course, are not permitted to accept any fee. Fees, however, may be charged by members of the civilian bar in cases referred to them by the LAOs through the state or local committees. Usually, when such fees are charged, they are relatively low—usually the minimum standard or less for the particular case, with consideration being shown to the serviceman's ability to pay.

LAOs do not handle legal matters which should, in their judgment, be handled by private counsel. LAOs are also constantly warned against handling questions of family allowance, matters involving transportation of dependents, complaints of non-support and similar cases. Such matters should be referred by you to the appropriate bureau or office.

In no case will a Legal Assistance Officer act as a collection agency or lend his aid to defeat fair collection or legal enforcement of any just debt or obligation.

During the period 1943 through 1946, an estimated 27,000 civilian attorneys cooperated with the Legal Assistance Officers in the administration of the Legal Assistance Program. More than 1,100 naval officers and enlisted men who are lawyers, gave legal advice and assistance to members of the naval service and their dependents.

Civilian attorney participation in

the program continued during the "peace years" (1946-1950) and has remained at a high level during the Korean conflict. Today, well over 1,000 Legal Assistance Officers are in operation in the Navy. Since the inception of the Legal Assistance Program in 1943 to the present time Legal Assistance Officers have handled more than two million cases for Navymen, Waves and Marines.

### Inactive Aviation Cadet Time Now Counts for Pay Increases

A decision has been rendered by the Assistant Comptroller General which authorizes the counting, for basic pay purposes, of inactive service of appointed aviation cadets in the Naval Reserve.

Formerly, only the active service of appointed aviation cadets was creditable for basic pay purposes. This change applies only to those persons who, prior to 4 August 1942, were *appointed* as aviation cadets and served on inactive duty. Since the appointed aviation cadets were on inactive duty for a very short time, usually a few days or at most two or three weeks, little pay is involved.

Comparatively few personnel are affected since the appointed aviation cadet program officially ended on 4 August 1942. After this date personnel of the aviation cadet program were *enlisted* as aviation cadets. However, personnel who believe that this decision entitles them to a crediting of further service for basic pay purposes should address their requests for this credit to the Chief of Navy Personnel via their normal chain of command.



"You must be a compartment cleaner like my son—I can tell by the little whisk broom on your arm!"

### New Schedule Announced for Release of Medical and Dental USNR Officers on Active Duty

The release from active duty of approximately 500 medical and dental Reserve officers is now being processed by BuPers.

Doctors and dentists who are eligible for release under the new plan are those who have completed periods of active duty subsequent to 16 Sept. 1940 and who meet one of the following computations of active service:

- Those who served less than nine months subsequent to 16 Sep 1940 and have completed 24 months of their current tour of active duty.
- Doctors who served nine but less than 12 months subsequent to 16 Sep 1940 and have completed 21 months of their current tour.
- Those who served 12 but less than 15 months subsequent to 16 Sep 1940 and have completed 18 months of their current tour.
- Those who served 15 but less than 17 months subsequent to 16 Sep 1940 and have completed 15 months of their current tour.

Medical and dental officers whose request for extension of active duty has been approved by the Chief of Naval Personnel are required to complete their obligated service.

Doctors who served 17 or more months subsequent to 16 Sep 1940, unless otherwise obligated for further active service were eligible for release between 29 June 1953 and 28 Sep 1953, if release from active duty was requested.

Countable active duty subsequent to 16 Sep 1940 does not include active duty for training, such as the Army Specialized Training Program, Army-Air Corps college training, V-12 and similar programs. Nor does service of internship, residency training and other postgraduate study.

Previously, medical and dental officers were included in the Navy's plan for the release of Naval Reserve officers of all classifications as outlined in BuPers Inst. 1926.1 (17 Apr 1953). However, this directive has been revised to provide this new release schedule for medical and dental officers and, to comply with Public Law 84 (83rd Congress), which created a new policy for medical and dental officers of the armed services.



## 200 Active Duty Enlisted Men May Be Appointed to NROTC; 20 October Is Deadline

Procedures have been announced for the annual service-wide competition of qualified enlisted candidates for the regular NROTC program. Successful candidates will start their naval careers in colleges and universities across the country in 1954.

Each year a total of 2000 such appointments are made available. Of this number 200 NROTC appointments will be offered this year to enlisted men on active duty who meet all the qualifications.

Commanding officers may nominate qualified enlisted men "who are motivated by a sincere desire for a career in the naval service." Competitive examinations for nomi-

nees will be held on board the candidates' duty stations on 12 Dec 1953. Candidates who are successful in the Navy College Aptitude Test and who are otherwise qualified will be ordered to the Naval Preparatory School at Bainbridge, Md., where they will undergo intensive academic refresher training. Final selection for the program will be made upon completion of this training. Candidates finally selected will be appointed midshipmen, USNR, and enrolled in the fall term of college, 1954.

Ineligible personnel are enlisted men on active duty who are already undergoing instruction in an officer candidate program—for example, the Naval Aviation Cadet program. Naval Reservists not on active duty compete as civilian candidates. How-

ever, students enrolled in the U.S. Naval Preparatory School may enter the competition.

Under this program the government pays tuition, cost of textbooks, laboratory and other instructional expenses. Necessary uniforms are furnished the midshipmen. In addition each man receives \$600 per year to assist him in defraying expenses for quarters and subsistence. However, the student usually requires an additional amount ranging from \$100 to \$600 per year, depending upon the college, to meet expenses not paid by the Navy. Students may accept outside employment which does not conflict with their NROTC and academic duties.

Successful candidates may take any course leading to a bachelor's degree or higher, except in the fields of medicine, dentistry, veterinary medicine, theology, pharmacy, music and art. They must include in their course 24 semester or equivalent quarter hours of naval science and must also complete mathematics through trigonometry and one year of college physics by the end of the sophomore year.

Every student must achieve proficiency in written and oral expression in English, for which the college will prescribe the standards and courses required.

It is the present policy of the Navy to grant one year's leave of absence to NROTC students who undertake engineering or other five-year courses, provided they will not have passed their 25th birthday on 1 July of the year in which the requirements for a degree may be completed. During this period of leave, which may be for any one of the five years, the student receives no subsidization from the Navy.

Other requirements and obligations as outlined in the BuPers directive are:

- **Midshipmen Obligations:** NROTC midshipmen are required to participate in two summer cruises and one summer period of amphibious and aviation indoctrination, each of approximately eight weeks.

Upon graduation they are obligated to accept a commission as ensign, USN, or second lieutenant, USMC, if offered, and to serve on active duty for a period of three years. After two years' duty they

## WAY BACK WHEN

### Navy's Aid in the San Francisco Earthquake

Crewmen of the destroyer USS Perry, berthed at the Mare Island Navy Yard, Vallejo, Calif., were awakened early on the fateful morning of 18 Apr 1906 by a severe rolling and pitching of the ship. They staggered to their feet to receive the following message:

"EARTHQUAKE AT 5:24 A.M., SAN FRANCISCO. NEARLY DEMOLISHED CITY . . . CITY FIRE DEPARTMENT HELPLESS . . . CITY IS IN FLAMES."

At that time, the only other ship of any size near San Francisco was Perry's sister ship USS Preble, also berthed at Mare Island. Both ships were ordered to proceed immediately to the stricken area.

The two ships raced down the bay as huge clouds of black smoke rose above the ruined city. Smoke and damage appeared greatest in the area south of Market Street, but the fire was steadily progressing toward the waterfront. It was to that area that the ships headed.

Some of the piers had collapsed, so Preble anchored at the foot of Haward Street where she served as hospital ship. Crewmen from Perry and city firemen set to work laying out lengths of hose, some reaching as far as 11 blocks into the city from the docks. Before long, however, many of the civilian firemen and policemen disappeared—they had gone to look after their families. This left the Navy with the responsibility of fighting the fire and enforcing the law.

The crew of Perry, two local tugs and a handful of Marines steadfastly worked to control the blaze as well as police and patrol the districts where beachcombers



and hoodlums took advantage of the confusion to loot stores and warehouses. Having temporarily brought the blaze to a halt at the Embarcadero, the fire-fighters were next drawn to the area of Rincon Hill. Here, the tragedy of the fire was probably most keenly felt—a great many of the Hill's thousands of residents were casualties.

The work of shifting hoses, spraying and dynamiting buildings and rescuing victims continued through four sleepless days. Much of the waterfront was saved including the vicinity of the Sailor's Home, the city's only means of communication with the outside world.

Finally the fire was brought practically under control on Saturday, 21 April. By the following Monday, several units of the Pacific Squadron had steamed in to relieve the tired Navy firefighters who returned to their ships for a well-earned rest.

may apply for retention as permanent officers in the Regular Navy or Marine Corps. If accepted, they become career officers. If they do not choose to apply or are not selected for such career retention, they are further obligated to accept a commission in the Naval or Marine Corps Reserve, if offered. They may not resign the Reserve commission prior to the eighth anniversary of the date of acceptance of their original commission as ensign or second lieutenant.

• **Eligibility Requirements:** Applicants must be unmarried and never have been married; more than 17 years of age and less than 21 on 1 July 1954. Enlisted men who have had a certain amount of college training and who will not pass 25 years of age by 1 July of the year they would graduate from NROTC may enter the course with advance standing. Such advance standing as may be granted by the Navy will apply only to military science subjects. Up to one year's credit in military science may be earned in this manner, the amount to be determined when the enlisted man enters the U.S. Naval Preparatory School at Bainbridge, Md., prior to entering an NROTC college.

All candidates must possess a high school education or its equivalent.

College transcripts are not required until the final application is made after successful completion of the Navy College Aptitude Test.

• **Applications:** All qualified enlisted men interested in the program must apply to their commanding officers for nomination to take the Navy College Aptitude Test. Nomination from COs, along with medical forms, must be received in the Bureau of Naval Personnel, (Attn: Pers B-6241) *not later than 20 Oct 1953*. Dispatch nominations are not considered.

Your educational officer or the executive officer will help you get your application papers started.

• **Physical:** All candidates must meet the general physical standards prescribed for midshipmen.

Names of the successful candidates will be published in February 1954 in a joint Bu-Pers-Mar Corps directive. Details instructions of the NROTC program may be found in BuPers Inst. 1111.4 (13 July 1953).

## New Enlisted Correspondence Courses Available

Ten new Enlisted Correspondence Courses and two revised editions of earlier courses are now available from the U. S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via

the commanding officer for personnel on active duty. Naval Reservists who are members of pay units should make application through their Reserve Units. Other inactive Reservists should forward their applications via the naval district commandant.

In most cases, applicants will be allowed to enroll in only one course at a time.

Here are the new courses:

Title of Course	NavPers No.	Applicable to Ratings
Aircraft Structural Maintenance .....	91621	AM, AMH, AMS
Aviation Storekeeper, Vol. 2 .....	91652	AK
Boilerman 1 .....	91513	BT, BTG, BTR
Disbursing Clerk 1 .....	91437	DK
Chief Disbursing Clerk .....	91438	DK
Gunner's Mate 3, Vol. 3 .....	91353	GM, GMA, GMM, GMT, MN
Handbook of Survival in the Water .....	91218	All rates and ratings
Mechanic 1 .....	91580	CM, CMD, CMG
Chief Personnel Man .....	91422	PN, PNA, PNI, PNR, PNT, PNW
Ship's Serviceman Tailor Handbook .....	91463	SH
Storekeeper 3 .....	91430-1	SK, SKG, SKT
Storekeeper 2 .....	91431-1	SK, SKG, SKT

Navy men who have completed courses based on the earlier editions of Storekeeper 3 and Storekeeper 2 will benefit by taking the new courses.

## Code Changes Listed in Manual Of Navy Enlisted Classifications

The familiar *Manual of Enlisted Navy Job Classifications* (NavPers 15105 Revised) is being revised by Change No. 2 and will be ready for distribution beginning 1 Oct 1953.

The title of the manual has been changed to *Manual of Navy Enlisted Classifications*. The change indicates that the manual is to be used to identify specific skills of enlisted personnel rather than to identify duties performed by enlisted personnel.

Change No. 2 to the revised manual contains 104 code changes. New codes established total 56, and 46 codes have been deleted.

Some of the new codes are: CS-3051 Cold Storage Foreman, SH-3155 Presser, ME-4844 Welder, Inert-Gas Metal-Arc (MEW), AT-6675 Target Drone Electronics Technician, 9597 Rubber Fabricator, 9961 Radar Intelligence Technician,

and 9968 Submarine Noise Measurement and Sound Analysis Technician.

One major change is the expansion of Communications Technicians (CT) with codes from 2400 through 2499.

Ordnance Disposal Personnel Group, codes 0970 to 0979, has been deleted.

Personnel on active duty who are presently identified by code numbers that have been changed or deleted will be reclassified by local commands and assigned appropriate codes.

Change No. 2 follows the Navy's study of more effective methods for personnel distribution and conservation of manpower. Changes to service records and personnel accounting entries for all personnel affected by Change No. 2 will be made by local commands in accordance with instructions contained in the manual.



## List of New Motion Pictures Scheduled for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion picture available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in July.

Films distributed under the Fleet

Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits of Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*By the Light of the Silvery Moon* (1217) (T): Musical Comedy; Doris Day, Gordon MacRae.

*Ambush at Tomahawk Gap* (1218): Western; John Derek, John Hodiak.

*The Townky* (1219): Mystery; Gloria Blondell, Hans Conried.

*Pony Express* (1220) (T): Outdoor melodrama; Rhonda Fleming, Charlton Heston.

*A Slight Case of Larceny* (1221): Comedy; Mickey Rooney, Eddie Bracken.

*Peter Pan* (1222) (T): Cartoon; Bobby Driscoll, Kathryn Beaumont.

*Pick Up On South Street* (1223): Drama; Richard Widmark, Jean Peters.

*Sombrero* (1224) (T): Drama; Pier Angeli, Ricardo Montalban.

*The Sun Shines Bright* (1225): Drama; Charles Winninger, John Russell.

*Law and Order* (1226) (T): Western; Ronald Reagan, Dorothy Malone.

*Son of Belle Starr* (1227): Western; Keith Larsen, Peggie Castle.

*Take Me to Town* (1228) (T): Comedy; Ann Sheridan, Sterling Hayden.

*Split Second* (1229): Suspense melodrama; Stephen McNally, Alexis Smith.

*Stalag 17* (1230): Comedrama; William Holden, Don Taylor.

*Forty-Ninth Man* (1231): Spy melodrama; John Ireland, Richard Denning.

*Jamaica Rum* (1232) (T): Melodrama; Ray Milland, Arlene Dahl.

*Siren of Bagdad* (1233) (T): Melodrama; Paul Henreid, Patricia Medina.

*Fair Wind to Java* (1234): Melodrama; Fred MacMurray, Vera Ralston.

*No Escape* (1235): Crime drama; Lew Ayres, Sonny Tufts.

*Dangerous Crossing* (1236): Murder mystery; Jeanne Crain, Michael Rennie.

## EMs Go Up the Ladder To Warrant Officer Rank

Ten chief petty officers and one first class petty officer of the Regular Navy and the Naval Reserve have been appointed to Warrant Grade, W-1, with dates of rank from 15 June 1953.

This is one of several groups advanced from time to time in accordance with the needs of the service.

## WHAT'S IN A NAME

### Oldest Active Battlewagon

The oldest ship built as a battleship for the U.S. Navy that is still doing her daily chores with the operating fleet is USS *Mississippi* (EAG 128).

There is an older battlewagon that's still in service but not in commission—the old USS *Kearsarge*, which was BB 5. *Kearsarge* was converted into a crane ship, AB 1, in 1946 and is officially nameless. Another old-timer is the USS *Prairie State* (IX 15), serving the Navy as a pier-side training ship. She is not now a sea-going vessel. First named USS *Illinois*, the ship received her present name and classification in January 1941.

*Mississippi*, one of the World War I battleships, is the only "wagon" from that era still active. Two of the California class and three of the Colorado class are all in mothballs. *Mississippi* was commissioned in December 1917, two years before the first of the Californias and three years before the Colorados.

During World War I, "Ole Miss" convoyed troops and supplies to Europe and assisted in the blockade of the German Imperial Fleet. At the end of this tour of duty, she was transferred to the Pacific Fleet where she remained for 14 years.

Then the Navy decided to modernize her and she received new fire control systems and armament and her hull design was altered. Having spent all these years in the Pacific, *Mississippi* was transferred under secret orders dated May 1941, to the Atlantic Fleet. She was at Hvalfjörður, Iceland, when the Japanese attacked Pearl Harbor on 7 Dec 1941. At the close of that day, *Mississippi* was one of the last battleships of the fleet in action, the others having been sunk or disabled. She was immediately ordered to the Pacific.

"Missy" began her two years of combat by bombarding Kiska in May 1943. From there she went south to Makin Island in the Gilberts, to Kwajalein in the Marshalls, to supporting assaults on Tarao and Wotje,



to Kavieng, New Ireland, and to Pelelieu. October 1944 found her serving in the forefront of the Battle for Leyte Gulf. The ship remained in combat for 36 continuous days, surviving 38 air attacks, three direct Kamikaze crashes, torpedo assaults and a major sea battle.

In the Mindoro operation she was under assault for 40 days, and later in the Okinawa engagement she was subject to attacks of the Kamikazes during a 44-day period. But her heavy guns destroyed Shuri Castle and opened the way for the Marine assault. (It is interesting to note that 92 years earlier the first *Mississippi* was at Okinawa Gunto as part of a squadron led by Commodore Perry. Perry was at the time on an expedition to negotiate a treaty with Japan.) When the war ended in September 1945, *Mississippi* was present in Tokyo Bay.

Originally BB 41, *Mississippi* was reclassified after World War II and now acts as a gunnery testing vessel for the Operational Development Force, making weekly runs into the Atlantic out of Norfolk, Va. She's a grand old girl, nearing her 36th birthday—but still sprightly, as those who have served aboard her know.

## Congressional Action Taken On Bills of Importance To the Naval Establishment

The first session of the 83rd Congress has come to a close with the passage of a number of important pieces of legislation affecting the Navyman.

This summary brings up to date various items of legislation on which progress was made since the September round-up. This includes bills which have become law as well as other bills which are still being considered and others just introduced. Bills currently being considered will continue on from the point they have reached at this writing when the second session of Congress convenes.

Further information on some of the more important pieces of legislation affecting the Navy will be carried in future issues.

**Appropriations for 1954** — Public Law 179 (evolving from H.R. 5969); provides funds to maintain the Army, Navy, Air Force and Marine Corps at about the same level of combat strength as during 1953 and to continue the modernization program, procurement of new weapons and new construction abroad.

The new budget provides for a total armed force of 3,356,000 men and women, compared to 3,525,000 in Fiscal 1953. The Navy is authorized 745,000 officers and men, compared to approximately 793,000 at present. The Marine Corps has been allotted funds for 230,000 men and women, compared with approximately 250,000 at present.

In Reserve the Navy will have 152,000 pay-status Naval Reservists, an increase from current levels of 12,000; the Marine Corps will have 33,000, an increase of 13,000.

Briefly, the new appropriations act provides the following new construction for the Navy: A third aircraft carrier of the *Forrestal* class, three destroyers, one submarine, four minesweepers, one mine hunter, two escort destroyers, one attack cargo ship, two landing ships, dock; two landing ships and two ammunition ships in addition to funds for the modernization of one *Midway*-class carrier and six radar picket escort vessels.

**Naturalization of Servicemen** — Public Law 86 (evolving from H.R. 4233); provides for the expeditious naturalization of persons who served in the armed forces of the U. S. for at least 30 days since the outbreak of Korean hostilities. Alien servicemen seeking naturalization under the new law will have to furnish affidavits of at least two creditable citizens who can vouch for their good moral character but, if still on active duty, would not have to appear for them in court.

**Term Insurance Renewal** — Public Law 148; provides for the Veterans Administration to renew automatically for another five-year period the term policy of a serviceman if the serviceman has kept his policy paid-up.

**Mutual Security** — Public Law 118; authorizes a continuation of the Mutual Security Program of the U. S. and appropriates a total of \$4.5 billion for operations in Fiscal 1954, for mutual defense financing, economic assistance and technical assistance to other nations.

**Alien Children of Servicemen** — Public Law 162; will permit entry into the U. S. of 500 children under six years of age, adopted by U. S. citizens serving abroad in the armed forces or employed abroad by the U. S. government.

**Survivor's Benefits** — H.R. 5304; passed by House; passed by Senate; would provide that a Navyman with 18 years' service or more could elect to take a reduction in his eventual retirement pay and, for the difference, enroll in an annuity plan through which the Navy would pay an annuity to his wife and children in the event of his death after retirement. Under current law, a retired Navyman's family is not eligi-

ble for survivors' benefits unless the Navyman dies as the result of a "service-connected disability."

**Income Tax Exemption** — H. R. 4152; passed by Senate; would extend the present provisions of law which exclude from "gross income" for income tax purposes the total compensation of enlisted men in the combat zone, or who are hospitalized from wounds received in the combat zone. The bill would also extend the present exclusion of \$200 of compensation for commissioned officers on duty in the combat zone, or hospitalized as the results of wounds incurred in combat.

**Reserve Officer Promotion** — H.R. 6573; passed by House; would make uniform for the Army, Navy, Air Force and Marine Corps a system of Reserve officer promotion. The system proposed is similar to that now in effect for the Naval and Marine Corps Reserve.

**Warrant Officer Promotion** — H.R. 6374 and S. 2410; introduced; would provide a uniform grade structure for warrant officers in all armed forces, establish a legal relationship between warrant officer grades and pay grades, put into effect a new distribution system for warrants and eliminate certain inequities in the appointment and promotion of warrant officers.

## Instructions, Revisions Listed For Officer Fitness Reports

Existing instructions concerning the preparation and submission of officers' fitness reports are compiled and amplified in BuPers Instruction (1085.23 of 13 May 1953). Fitness reports are submitted for all USN and USNR officers serving either on active duty or active duty for training.

The directive provides background information concerning the value of the reports, the types of reports and the methods of filling them out—both by the "officer reported on" and the "reporting officer."

The directive makes one change. The bold captions "Outstanding," "Excellent" and "Average" of Section 13 of "Report on the Fitness of Officers" (NavPers 310 (Rev. 3-51) or (Rev. 10-51)) are to be deleted and disregarded. These three captions will not appear in the next reprint of NavPers 310.

## QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. (b) Full dressed.
2. (c) Both.
3. (a) Timber hitch. This hitch, together with a half hitch, is especially useful for making a line fast to a spar.
4. (c) Double Matthew Walker. This is a good knot to put in a line on which a man takes a grip—a bell rope, for example.
5. (b) 1948. A squadron of FJ Furies took off from Boxer.
6. (c) Essex class.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 22 — Announces a pending reduction, as the result of budget limitations, in strength in Reserve officers currently on active duty and gives the procedure being followed on such releases.

No. 23 — Gives a release schedule for Naval Reserve medical and dental officers now serving on active duty.

No. 24 — States that any Navyman whose home of record at the time he entered on active duty was in a U. S. territory or possession, shall not get overseas pay should he be stationed in that territory or possession.

No. 25 — Reduces commuted ration and leave ration rates for all enlisted personnel from \$1.20 a day to \$1.10, allowing 30 cents for breakfast, 40 cents for dinner and 40 cents for supper.

No. 26 — Changes the effective date of Alnav 25 from "immediately" to 1 July 1953.

No. 27 — Adds a surcharge to all meals sold to officers or civilians by

a general mess or closed officers' mess, except during operations, maneuvers, troop movements or catastrophes.

No. 28 — Extends to 1 July 1955 the Special Pay of \$100 per month for USNR medical and dental officers called to active duty, and for officers newly commissioned in the Medical and Dental Corps, USN.

No. 29 — Directs all commands to use "full discretion" to limit procurement of lumber and office furniture and equipment to "minimum essential needs" and states that no musical instruments or air conditioning equipment shall be purchased.

No. 30 — Announces the convening of a selection board to recommend for temporary promotion to rear admiral Staff Corps officers of the Medical, Supply and Civil Engineering Corps on active duty.

No. 31 — Announces the selection of 29 captains of the line and Staff Corps to the temporary grade of rear admiral.

No. 32 — Announces the convening of two selection boards to recommend for promotion to captain and commander respectively officers of the Navy and Naval Reserve on active duty.

### BuPers Instructions

No. 1085.22 — Gives the policy concerning fingerprinting of naval personnel for the Armed Forces Police Record Check.

No. 1111.4 — Announces the service-wide competitive examination (Navy College Aptitude Test) for this year, given to select midshipmen for the Naval Reserve Officer Training Corps (NROTC) to enter college in the fall of 1954.

No. 1133.1A — Summarizes the Navy's policy on discharging and re-enlisting personnel of the U. S. Navy and Naval Reserve on active duty.

No. 1210.3B — States that qualification code numbers will be used on most future officer change-of-duty orders issued by the Bureau of Naval Personnel.

No. 1500.15 — Outlines the procedure to be followed in selecting candidates for diving instruction, including interview, physical exam and recompression chamber test.

No. 1520.23 — Restates the eligibility requirements and scope of instruction for the seven-week course

in Uniform Code of Military Justice given at Newport, R. I.

No. 1520.26 — Requests applications and lists requirements for the Electronics Maintenance Course for officers at Great Lakes, Ill.

No. 1540.18 — Outlines training facilities available to qualify Salvage Officers and Salvage Divers and for the requalification of Salvage Divers.

No. 1540.17 — Outlines training facilities available to qualify men as Divers, Second Class.

No. 1620.1A — Gives a summary of the procedures followed by the Navy in the case of complaints of non-support of dependents, insufficient support, paternity or similar cases.

No. 1620.2 — Concerns procedures for handling claims and complaints regarding personal indebtedness and bad checks involving naval personnel.

No. 1626.9 — States that it is the policy of BuPers for courts martial to include reduction to the lowest enlisted pay grade in any sentence extending to dishonorable discharge, confinement exceeding three months, or both.

No. 1626.10 — Concerns administration of unauthorized absence cases and disposition upon completion of disciplinary action that is taken.

No. 1630.1 — Gives details on how to submit "Train Guard Trip Report," a report filed by Shore Patrolmen.

No. 1700.1 — Announces publication of a new guide to the rights and benefits of Navy and Marine Corps personnel, "Personal Affairs of Naval Personnel" (NavPers 15014).

No. 1760.5 — States that no recruiting of naval personnel for post-service employment at separation centers will be permitted; all servicemen are instructed to seek civil employment through the U. S. Employment Service office in their home area.

No. 1761.7 — States the Navy's policy on making available to personnel being separated adequate information concerning their rights and benefits.

No. 4600.5 — States that there is a waiting period of roughly 14 months for dependents housing in Government quarters in Japan.

No. 10150.1A — Relates to blank-



"Oops!"



ets and pillows issued to Navymen.

## BuPers Notices

No. 1710 (25 June 1953) — Announces the rules for participation of Navy Personnel in the Armed Forces March competition.

No. 1133 (29 June 1953) — Revises BuPers Instruction 1133.1A, and states that where a member of the Regular Navy extends his enlistment more than once, that such extensions may be considered one enlistment for the purpose of re-enlistment bonus.

No. 1650 (2 July 1953) — Gives rules for wearing the National Security Medal and other non-military U. S. decorations.

No. 5605 (6 July 1953) — Announces a revision in the *Officer Qualification Code Manual* (NavPers 15006) brought about by a re-evaluation of all officer codes.

No. 1520 (7 July 1953) — Outlines the procedure for submitting requests for consideration in the selection of Rhodes Scholars for 1953 from among active-duty Navy and Marine Corps officers.

No. 1850 (8 July 1953) — Makes a minor change in BuPers Instruction 1850.2 (Change One) relating to disability of personnel awaiting final action on disability retirement proceedings.

No. 1221 (8 July 1953) — Authorizes the assignment of 8100-series classification codes for enlisted personnel changed in rating from Aviation Photographer's Mate (AF) to Photographer's Mate (PH).

No. 1120 (9 July 1953) — Lists latest selection of Naval Reserve aviators accepted for commissioned grade in the line of Regular Navy.

No. 4641 (13 July 1953) — Summarizes information concerning furlough rates for travel by servicemen on railroads in the U. S.

No. 1050 (14 July 1953) — Authorizes commanding officers to grant leave to officers and enlisted men who wish to attend the Fleet Reserve Association convention.

No. 1120 (15 July 1953) — States that applicants selected for the Navy's Officer Candidate Program from enlisted ranks under BuPers Instruction 1120.7 must have at least one year of obligated service remaining or agree to extend for that period.

No. 1741 (16 July 1953) — Eliminates need for physical exam for

Navymen overseas who wish to reinstate a lapsed National Service Life Insurance policy.

No. 1085 (21 July 1953) — Gives details in regard to issuance of a new Armed Forces Identification Cards to Fleet Reservists.

No. 1085 (22 July 1953) — Makes a minor change in BuPers Instruction 1085.22 concerning Armed Forces Police Record check.

No. 1210 (24 July 1953) — Changes Officer Designator Codes for officers of the Naval Reserve Training and Administrative Program.

No. 1430 (29 July 1953) — Announces that the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) is declassified from "Restricted" to "Unclassified."

No. 1085 (29 July 1953)—Makes a minor change in BuPers Instruction 1085.23 concerning preparation of Fitness Reports for officers.

## Tuition Scholarships Offered To Veterans at Illinois Tech

Officers and enlisted men of the Navy who served on active duty during the Korean war are eligible for half-tuition scholarships at Illinois Institute of Technology, Chicago, Ill.

Illinois Tech has established 100 such scholarships for service men—each valued at \$325 a year—to supplement the veteran's G.I. Bill funds. The tuition grants are for one year, but may be renewed for additional years providing the student's academic work is "satisfactory."

Under the terms of the new Korean G.I. Bill, veterans receive a monthly allowance from the government and pay their own tuition. The I.I.T. scholarship for vets reduces the tuition by one-half, thus saving the veteran \$325 per year.

The scholarships may be used in any of the Institute's three divisions: engineering, liberal studies and the graduate school.

The scholarships are awarded on the basis of previous academic records in high school or college, or on performance in I.I.T.'s entrance examination.

Interested veterans may apply for information by writing to the Director of Admissions, Illinois Institute of Technology, Chicago 16, Ill. The fall semester begins 21 Sept 1953.

When naval vessels steam together in company they usually travel in a "formation." Formations range from simple two-ship arrangements to complicated patterns involving dozens of



vessels. A point in common: one ship usually serves as "guide." Since the other ships keep station on her, the guide maintains a steady course and speed.

Among the more simple types of formation are the column, the line and line of bearing. The column is the simple "Indian file" line-up in which ships follow in the leader's wake at a prescribed distance. In a line forma-



tion, ships steam abreast of each other, forming a line at right angles to the base course. Another formation in which ships form along a straight line and steer the same course is termed line of bearing.

Carrier task force formations usually are of a different type. Depending on the number of ships and the combat conditions, these patterns range from bent line screens and horse shoe screens to the circular screen. In a typical circular screen formation, more than 20 destroyer-type vessels acting as sub-



hunters and anti-aircraft ships encircle an inner group of three air-defense cruisers, five large auxiliaries and two attack carriers. In bent line and horse shoe screens a smaller number of ships are situated on a curve—but do not encircle—a smaller inner group.



# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

- ★ DELANEY, Leo T., LTJG, MC, USNR, serving with a Marine infantry battalion on 24 Apr 1951.
- ★ HEALY, John W., LTJG, USN, (posthumously), serving in Attack Squadron 55 on 23 Nov 1952.
- ★ NEARY, James K., HM3, USN, serving with a Marine infantry company on 12 Oct 1951.
- ★ REIMIERS, Earl R., ENS, USNR, serving in Fighter Squadron 111 on 3 Jan 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ GREENE, Thomas J., CDR, USN, CO of USS *Colonial* (LSD 18) from 22 Sept 1950 to 31 July 1951. Combat "V" authorized.
- ★ GUINAN, Timothy J., CDR, USN, serving as Commander Underway Training Element Japan, and as Chief of Staff, Commander Fleet Training Group Western Pacific and Underway Training Element Japan from 27 June 1950 to 15 Apr 1952.
- ★ HARRIS, David A., CAPT, USN, serving as Commander Destroyer Division 52, as Commander Destroyer Screen of the Replenishing Forces, and as a Task Group Commander with the Fast Carrier Task Force and the Blockading and Escort Force from 28 Nov 1950 to 23 July 1951. Combat "V" authorized.
- ★ JAMES, Walter F., CAPT, MC, USN, CO of U.S. Naval Hospital, Yokosuka, Japan, from 13 Sept 1950 to 15 Nov 1951.
- ★ JANECKY, Joseph W., LT, USN, Commander Mine Division 53 from January 1951 to January 1952. Combat "V" authorized.
- ★ KELLY, John L., Jr., CDR, USN, serving on the Staff of Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.
- ★ KIRKPATRICK, Louis P., CAPT, MC, USN, division surgeon with a Marine Division from 10 July to 15 Dec 1951. Combat "V" authorized.
- ★ MASON, Redfield, RADM, USN, Com-

mander Service Division 31 from 3 April to 26 July 1951, and Commander Service Squadron Three from 29 July 1951 to 25 Feb 1952. Combat "V" authorized.

★ SCHERMERHORN, Dale V., LCDR (then lieutenant), USN, Commander Mine Division 33 from January 1951 to January 1952. Combat "V" authorized.

★ SMITH, Bernard A., CDR, USN, Commander Escort Squadron 11 from 14 Nov 1951 to 29 Apr 1952, and Commander of the Wonsan Bombardment and Patrol Element from 14 November to 12 Dec 1951, and from 2 to 29 Apr 1952. Combat "V" authorized.

★ SPORE, Burns W., CDR, USN, on the Staff of Commander Seventh Fleet from 3 Mar 1951 to 3 Mar 1952. Combat "V" authorized.

★ WHITE, Donald M., CDR, USN, Commander Carrier Air Group Two from 15 September to 22 Oct 1950. Combat "V" authorized.

Gold star in lieu of second award:

- ★ CROSLEY, Paul C., CAPT, USN, Chief of Staff to Commander Cruiser Division Five and Acting Administrative Command Cruiser Division Five from 29 May to 8 Sept 1951. Combat "V" authorized.
- ★ FORD, Joel C., CAPT, USN, Commander of Task Element 95.21 on 17 July 1951. Combat "V" authorized.
- ★ GREENSLADE, John F., CAPT, USN, Commander Task Force 72 from 4 Apr 1951 to 29 Feb 1952.
- ★ HILL, Andrew J., Jr., CAPT, USN, Commander Destroyer Division 12 from 18 April to 16 May 1951. Combat "V" authorized.
- ★ JOHNSON, Howard A., CDR, MC, USN, division surgeon of a Marine Division from 25 January to 1 July 1951. Combat "V" authorized.
- ★ OPIE, John N., III, CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.
- ★ RORSCHACH, Anthony L., CAPT, USN, Commander, Destroyer Squadron Three and Task Element Commander and Task Group Commander, Blockading and Escort Force, from 17 Sept 1951 to 25 Mar 1952. Combat "V" authorized.
- ★ STROOP, Paul D., CAPT, USN, CO of

USS *Princeton* (ACVA 37) from 30 April to 31 Aug 1952.

★ WALLEY, Marion C., CDR, USN, Commander Fleet Activities, Sasebo, Japan, from 2 Feb 1950 to 15 Dec 1951.

Gold star in lieu of third award:

- ★ LARSON, Harold O., CAPT, USN, CO of USS *Helena* (CA 75) from 18 April to 2 Aug 1951. Combat "V" authorized.
- ★ ROEDER, Bernard F., CAPT, USN, Commander Destroyer Division 112 from August 1950 to March 1951. Combat "V" authorized.
- ★ BRIGGS, Harold M., CAPT, USN, Assistant Chief of Staff for Operations, Plans and Intelligence for Commander Naval Forces, Far East from 31 May 1951 to 4 June 1952.
- ★ DUFEX, George J., CAPT, USN, CO of USS *Antietam* (CVA 36) from 15 Oct. 1951 to 15 Apr 1952.
- ★ MORRIS, Robert M., CAPT, USN, Chief of Staff to Commander Amphibious Group Three from 12 Sept. 1950 to 15 Jan 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ALLEN, Keith M., ALC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 13 Feb 1951.
- ★ ALLRED, James N., ALC, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 2 Feb 1951.
- ★ APPLETON, Monte D., AOC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 1 Feb 1951.
- ★ AVERY, Arthur N., LT, USNR, serving in Attack Squadron 923 on 25 Sept 1951.
- ★ BACAK, Joseph J., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
- ★ BADEWITZ, Charles J., LCDR (then LT), USNR, serving in Attack Squadron 923 on 25 Aug 1951.
- ★ BALDWIN, Richard W., AN, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 18 Feb 1951.
- ★ BALSER, Bobby G., LT, USNR, serving in Fighter Squadron 653 on 12 Jan 1952.
- ★ BARKER, Franklin H., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 2 Feb 1951.
- ★ BARNES, Duain OI, ALC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 1 Feb 1951.
- ★ BARTEL, Roger U., ADC, USN, serv-

## Correction

Last month in this section, ALL HANDS printed the names of persons as having received the Silver Star Medal when they actually received the Legion of Merit.

The error is regretted.



ing in Patrol Squadron 42 from 23 Aug 1950 to 31 Jan 1951.

★ BENNETT, Dewey E., ADC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 31 Jan 1951.

★ BERTSCH, Fred S., Jr., LCDR, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 31 Jan 1951.

★ BIDDLE, Raymond D., ADC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 5 Feb 1951.

★ BLOIR, Charles E., Jr., AO1, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.

★ BOWEN, Frederick W., LCDR, USN, (missing in action) serving in Fighter Squadron 884 on 29 Sept 1952.

★ BRODHAG, Donald J., LT, USNR, serving in Fighter Squadron 781 on 9 Aug 1951.

★ BURKE, William F., ENS, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ CAMPBELL, Clyde H., LT, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ CAMPBELL, Norman R., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Mar 1951.

★ CARLSON, Harold G., LCDR, USN, serving in Attack Squadron 195 on 1 May 1951.

★ CARPENTER, John E., LT, USNR, serving in Attack Squadron 923 on 18 Aug 1951.

★ CLARK, L. D., ADC, USN, serving in Patrol Squadron 42 from 21 August to 31 Dec 1950.

★ COLLINS, William B., LT, USNR, serving in Helicopter Squadron One on 17 Oct 1952.

★ DAGON, James E., LT, USNR, serving in Attack Squadron 923 on 14 Nov 1951.

★ DANIEL, William A., LTJG (then ENS), USNR, serving in Patrol Squadron 42 from 26 Aug 1950 to 2 Feb 1951.

★ DAVIS, Frank N., LT, USNR, serving in Fighter Squadron 791 on 28 May 1951.

★ DEWENTER, John R., Jr., LTJG, USNR, serving in Fighter Squadron 781 on 21 Sept 1951.

★ EASLER, Ray C., ALC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.

★ EBERTZ, Paul H., ALC, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.

★ ELMORE, William H., Jr., LT (then LTJG), USNR, serving in Attack Squadron 702 on 24 June 1951.

★ FLEMING, Robert L., LT, USNR, serving in Fighter Squadron 781 on 21 Sept 1951.

★ FORBUSH, Alan A., ADC, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 22 Jan 1951.

★ GLISSON, Charles O., Jr., LT, USN, (missing in action), serving in Fighter Squadron 721 on 8 Oct 1952.

★ GORDON, Robert K., AD1, USN, serv-

ing in Patrol Squadron 42 from 24 Aug 1950 to 22 Jan 1951.

★ HAHNE, Clarence E., AD3, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 7 Jan 1951.

★ HARRIS, Leroy, AD2, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 24 Jan 1951.

★ HAYES, Billy J., AD3, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.

★ HEBERER, Maurice E., AN, USN, serving in Patrol Squadron 42 from 22 Sept 1950 to 27 Feb 1951.

★ HERBERT, Donald E., ENS, USNR, serving in Patrol Squadron 42 from 23 Aug 1950 to 4 Feb 1951.

★ HERZOG, Harvey, ALC, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 28 Jan 1951.

★ HOPPING, Robert C., LCDR, USN (missing in action), serving in Fighter Squadron 721 on 21 Nov 1952.

★ JONES, James R., AD3, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 21 Jan 1951.

★ KIRKMAN, Clyde T., AF1, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 12 Jan 1951.

★ LITTLE, Bruce L., AD1, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.

★ MAIER, Harry G., LT, USNR, serving in Fighter Squadron 874 on 27 Sept 1951.

★ MARTIN, Howard J., Jr., LT, USNR, serving in Fighter Squadron 874 on 30 Aug 1951.

★ MAYES, Lowell G., ADC, USN, serving in Fighter Squadron 42 from 25 Aug 1950 to 3 Feb 1951.

## BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ SANCHEZ, Andrew J., LTJG, MC, USNR, battalion surgeon with a Marine Infantry Battalion on 6 June 1951. Combat "V" authorized.

★ SANDERS, Herman J., LT, USN, CO of USS *Osprey* (AMS 28) on 13 and 14 Oct 1952. Combat "V" authorized.

★ SHAFFER, John N., CDR, USN, CO of USS *Stormes* (DD 780) from 15 June to 1 Nov 1951, and operations on 16 and 17 Oct 1951. Combat "V" authorized.

★ SHAW, George T., HM3, USN, serving as a corpsman with a Marine Infantry Battalion on 7 Dec 1950. Combat "V" authorized.

★ STARNES, Will P., CDR, USN, serving in USS *Helena* (CA 75) from 24 April to 21 Nov 1951. Combat "V" authorized.

★ TRIBBLE, Roy T., LT, USNR, CO of USS *Abnaki* (ATF 96) from 2 July 1951 to 16 Jan 1952. Combat "V" authorized.

★ VIRTUE, Clark W., CAPT, MC, USN, CO of U.S. Naval Hospital, on board USS *Consolation* (AH 15) from 1 Nov 1950 to 30 Apr 1951.

★ WHITBY, Frank R., Jr., CDR, USN, CO of USS *Richard B. Anderson* (DD 786) from 15 March to 16 May 1951. Combat "V" authorized.

## This is How Navymen Receive Decorations and Awards

The procedures for recommending Navy Unit awards, Presidential Unit awards, Medal of Honor, Distinguished Service Medal and Navy Cross awards and for recommending awards to flag officers, are spelled out by SecNav Inst. 1650.1 of 1 June 1953. This directive also states the value of uniform procedures in making such recommendations. In brief, they are made as follows:

- Unit awards—Recommendations are forwarded via operational commanders and type commanders (when appropriate) for comment and recommendation before further transmittal to the Navy's Board of Decorations and Medals. (Full details on unit awards are listed in sections 20 and 21 of *Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard—1861-1948* (NavPers 15790-Rev. A newer revision of NavPers 15790 will soon be distributed.)

- Medal of Honor, Navy Cross

and Distinguished Service Medal—Recommendations for awards to Navymen are forwarded via the administrative chain of command and the Chief of Naval Operations before transmittal to the Board of Decorations and Medals.

- Awards to flag officers — Recommendations are forwarded to the Chief of Naval Operations before transmittal to the Board of Decorations and Medals.

Recommendation for an award to any Navy unit operated under a joint commander for any portion of the time mentioned in the recommendation must carry an expression of opinion on the meritorious services of that unit from the joint commander concerned.

After the Board of Decorations and Medals takes action on recommendations for the above awards, the recommendations are forwarded to the Secretary of the Navy for approval, via the Chief of Naval Operations.



# BOOKS: LOTS OF INTERESTING VOLUMES ARE ON WAY TO NAVY READERS

A NUMBER of good new books are being distributed to Navy libraries ashore and afloat. Chosen by the BuPers library staff, the volumes include naval history, adventure, both fact and fiction. Following are reviews of some of these new books:

• *Beans, Bullets, and Black Oil*, by Rear Admiral Worrall R. Carter, USN (Ret); Government Printing Office.

Much has been written about the fighting in the Pacific during World War II. Here, as the title implies, is

a story of the men and ships behind the men who actually fired the guns—the story of Navy logistics.

From the time of the attack on Pearl Harbor to the end of the war the men of the service forces had the huge task of keeping the Navy supplied with food, ammunition and fuel. How well this was accomplished is shown in a statement from Admiral R. A. Spruance, USN (Ret), then Commander Fifth Fleet: "For the first time in history a fleet steamed to the threshold of an enemy homeland and, with its own air force embarked, stayed there at sea for a period of months until our own land and air forces were firmly established on the enemy's doorstep."

The author served as Commander Service Squadron Ten during the war. A sea-faring man from birth (RADM Carter was born at sea, on a merchantman captained by his father), he knows Navy logistics cold.

★ ★ ★

• *The Bridges at Toko-Ri*, by James A. Michener; Random House.

This short volume covers a few days in the lives of a squadron of carrier-based jet pilots, a task force commander and a pair of 'copter flyers—all operating in the Korean theatre.

The author introduces you to a hard-bitten admiral who lost two sons in World War II. You meet LT Harry Brubaker, USNR, a crack jet pilot who would rather be home practicing law. You also meet some rather fantastic characters. For example, there's Beer Barrel, a landing signal officer, who has an uncanny knack for guiding planes safely aboard the carrier after a mission. And there's enlisted helicopter pilot Mike Forney who sports a green opera hat and a "Baron von Richtofen" scarf as morale-boosters to the downed pilots he goes after.

When Brubaker is forced to land in the drink, Forney and his teammate bring him back to the carrier. When Mike gets involved in a riot over a fickle girl friend, Brubaker bails him out of a Tokyo lock-up.

As usual, Pulitzer-prize-winning Michener handles this material with surpassing skill and style.

• *Ride Out the Storm*, by Roger Verceel; G. P. Putnam's Sons.

This salty, seagoing novel tells the story of Pierre Rolland. It is divided into three parts—The Seaman, The Mate, The Captain—and details Rolland's progress through these periods of his life.

Recognized as officer material by the mate of the merchant vessel *Galatea*, Rolland is packed off to school. After numerous ups and downs, he makes the grade and, in the second part of the yarn, we find him as first mate of the *Antonine*. The skipper of this ship, dying of an incurable disease, clings desperately to his command. Eventually, it falls to Roland to bring the ship back to her home port. Then we come to part three wherein Rolland takes command of the *Argonaut*, a big new vessel.

Verceel has come to be a top-notch spinner of sea yarns, comparing favorably with Hugo, Conrad and others. Thus there is much of interest to the present-day sailor in this volume, for in addition to meeting the many and varied characters throughout, one learns of life at sea in the late 19th century as the era of sailing ships is drawing to a close.

★ ★ ★

• *The Big Water*, by Mark Derby; The Viking Press.

This novel, set in modern times, falls neatly into the "thriller" category. In it, we meet a girl employee of the American consulate, an Estonian, assorted Communists, a former island princess, an American journalist, a Malay chief and others.

Darrell Hardy, formerly with the State Department, managed to eavesdrop on a meeting between a high Department official and the heads of two Communist countries. On his death-bed, Hardy passes on photos of the meeting to the girl at the consulate, a verbal account to his Estonian friend. Both are told to take the information to a British leader, Lansdowne, in Borneo.

There follows the trip to Borneo with the girl and the Estonian, distrustful of each other. The journalist tags along, seeking lurid headlines to boost his falling stock back home. There is the relentless Communist agent, sent to get the photos at any cost. And, to add to the complications, there are the dangerous waters with rapids and waterfalls to plague the adventurers.

## SONGS OF THE SEA

### The Countersigns

What said John Poul Jones on the browe  
Bon Homme Richord;

What said that good fighting mon,  
loshed foe to foe?

"You bid me surrender! I've not yet begun  
to fight!"

And that was the Novy of long, long  
agol

Chorus:

And that is the Navy of ol Yonkee soilormen!  
From seaboard ond inland, from moun-  
tains and lokes;

The oncient commanders, they gave us the  
countersigns,

We'll steer by the cord in their gallont  
old wakes!

What said Captoin Lowrence on board the  
doomed Chesapeake;

What said he, when wounded, they bore  
him below?

"Don't give up the ship!" though the Shonnon  
hod beaten him!

And that was the Novy of long, long  
agol

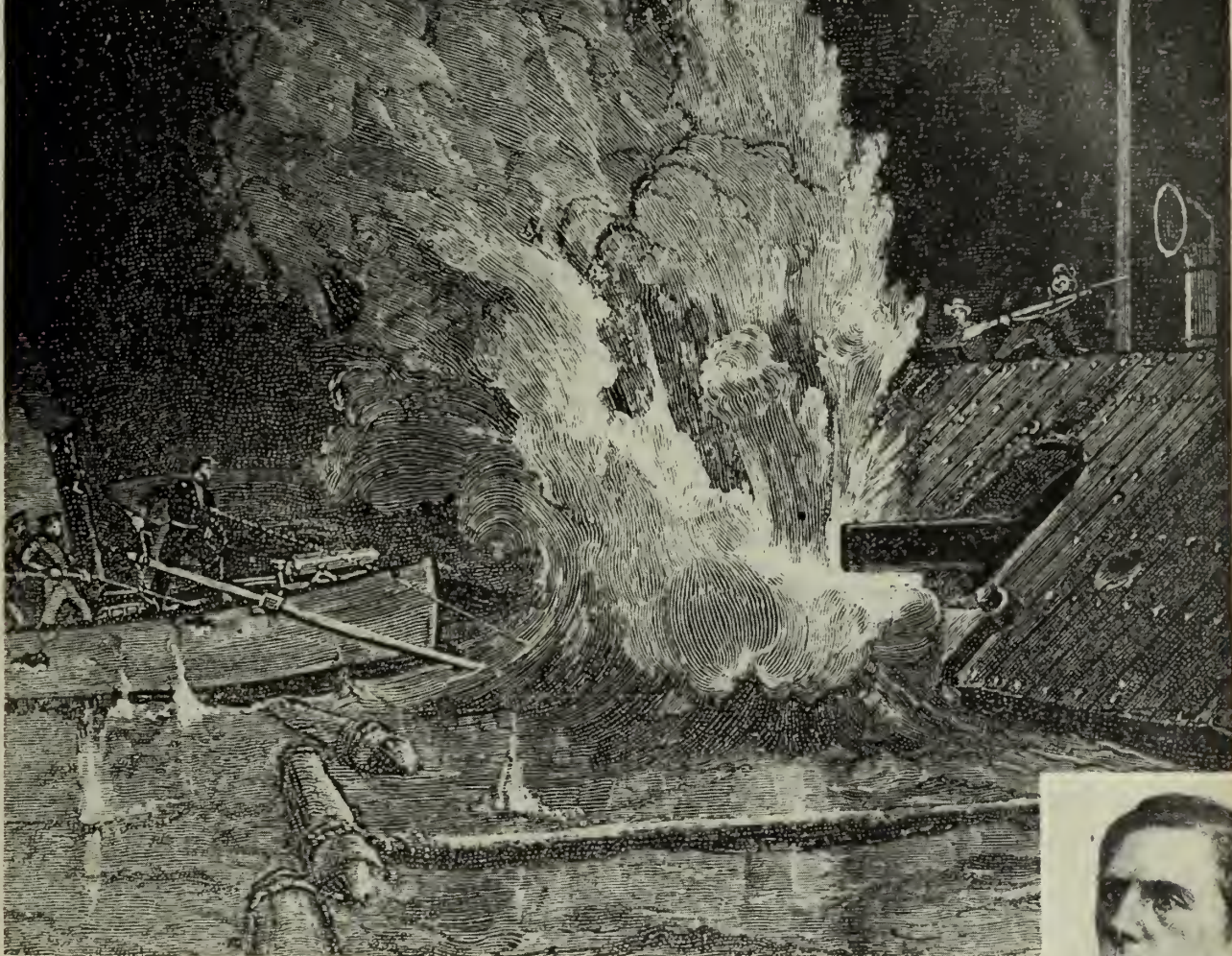
—Early Navy Ballad



KEN DUGAN



# DEMOLITION DAREDEVILS



## AN IRONCLAD'S DESTRUCTION—1864

A story of the War Between the States tells how a hell-for-leather Union Navy lieutenant and his band of gallant sailors ran their small steam launch under the very nose of the Confederates to blow up the dangerous ironclad *Albemarle*.



CDR W. B. Cushing, U.S.N.

For the first time in the Civil War, the inland waters of the North Carolina coast were threatened. Not by some powerful fleet of warships, but by a single Confederate ironclad—an odd-looking craft whose four-inch iron plates backed up by 14 inches of solid oak helped her make up in ruggedness what she lacked in beauty.

In the space of several short months in the early part of 1864, *Albemarle* had defied the best efforts of the Federal Navy to defeat her. In April she had burst through a cordon of chains the Federals had strung across the Roanoke River in the hope of trapping her—then had proceeded to ram and sink the steamer *Southfield* and put to rout another ship, *Miami*.

Two days later she had poured shells in the Federal-held fort at Plymouth until Confederate forces ashore

could storm and capture it. The following month, she had fought a superior number of Federal ships to a standstill in a pitched battle in Albemarle Sound, causing severe damage to several ships (ALL HANDS, Aug. 1953).

She was a thorn in the side of the North and Admiral David Porter, then Commander-in-Chief of the North Atlantic Blockade Squadron, knew it. So, in October, when a 21-year-old lieutenant by the name of William Cushing came to him with a small motor launch and a plan—risky though it was—to destroy the ironclad, the admiral ordered him to go to it.

Up to this time the Confederates had considered the spar torpedo (an explosive charge mounted on the end of a long pole or spar) as their own private wea-



## DEMOLITION DAREDEVILS

pon. They had made good use of it in torpedo boats which they used against the Federal blockade of Charleston to the south. The Cushing exploit was to mark the first time the North had turned the South's favorite weapon against them—and to good effect.

The following is the dramatic story of how this courageous band of 15 officers and men exposed themselves to almost point-blank musket and cannon fire in order to run their tiny craft under the very shadow of the mighty ironclad, explode the tricky torpedo and send the metal monster to the bottom.

This account, taken from a manuscript written by Cushing himself, first appeared in the pages of Century Magazine in July 1888. As the story opens, Cushing is in New York making preparations for his risky expedition.

**F**INDING some boats building for picket duty, I selected two, and proceeded to fit them out. They were open launches, about thirty feet in length, with small engines, and propelled by a screw. A 12-pounder howitzer was fitted to the bow of each, and a boom was rigged out, some 14 feet in length, swinging by a goose-neck hinge to the bluff of the bow.

A topping lift, carried to a stanchion inboard, raised or lowered it, and the torpedo was fitted into an iron slide at the end. This was intended to be detached from the boom by means of a heel-jigger leading inboard, and to be exploded by another line, connecting with a pin, which held a grape-shot over a nipple and cap.

Everything being completed, we started southward, taking the boats through the canals to Chesapeake Bay.

Both boats—on their way through inland waters from New York to North Carolina—had reached Annapolis, Md., in operating condition. But there the machinery of Boat No. 2, under the command of Acting Ensign Andrew Stockholm, failed and the boat had to put in for repairs. Boat No. 1 pressed on southward.

No sooner had Stockholm's boat been fixed up, however, than boat and crew were attacked by guerrillas. Stockholm tried to run her for the open water but grounded the boat in the attempt. After using up all his ammunition against the Confederates, the ensign and the crew set fire to their boat and surrendered. Boat No. 1, on the other hand, reached the destination safely and was the one Cushing used for his expedition.

My best boat being thus lost, I proceeded with one alone to make my way through the Chesapeake and Albemarle canals into the sounds.

Half-way through, the canal was filled up, but finding a small creek that emptied into it below the obstruction, I endeavored to feel my way through. Encountering a mill-dam, we waited for high water, and ran the launch over it; below she grounded, but I got a flat-boat, and, taking out gun and coal, succeeded in two days in getting her through. Passing with but seven men through the canal, where for 30 miles there was no guard or Union inhabitant, I reached the sound, and ran before a gale of wind to Roanoke Island.

Here I pretended that we were going to Beaufort, and engaged to take two passengers along. This deception became necessary, in consequence of the close proximity of the rebel forces. If any person had known our destination, the news would have reached Plymouth long before we arrived to confirm it.

So, in the middle of the night, I steamed off into the darkness, and in the morning was out of sight. Fifty miles up the river, and awaiting the ram's appearance. Here, for the first time, I disclosed to my officers and men our object, and told them that they were at liberty to go or not, as they pleased.

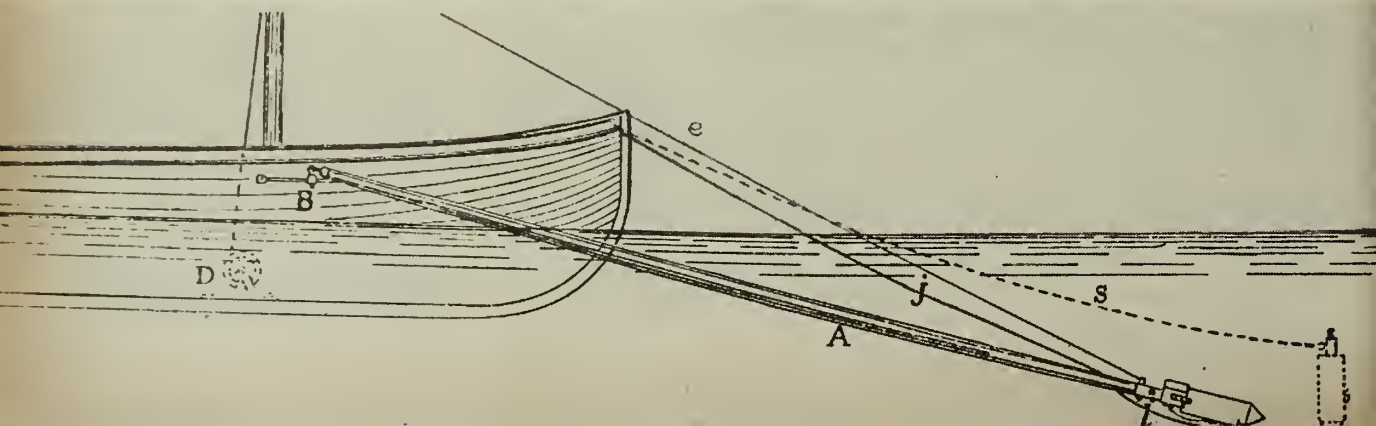
These, seven in number, all volunteered. One of them, Mr. Howarth of the *Monticello*, had been with me repeatedly in expeditions of peril. Eight were added to my original force, among whom was Assistant Paymaster Francis H. Swan, who came to me as we were about to start and urged that he might go, as he had never been in a fight.

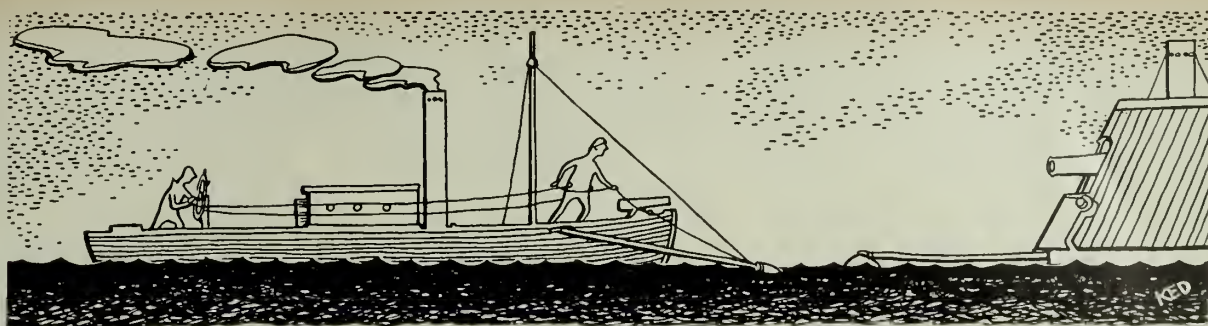
The Roanoke River is a stream averaging 150 yards in width, and quite deep. Eight miles from the mouth was the town of Plymouth, where the ram was moored. Several thousand soldiers occupied town and fort, and held both banks of the stream. A mile below the ram was the wreck of the *Southfield*, with hurricane deck above water, and on this a guard was stationed, to give notice of anything suspicious, and to send up fire-rockets in case of an attack. Thus it seemed impossible to surprise them, or to attack, with hope of success.

But impossibilities are for the timid: we determined to overcome all obstacles. On the night of the 27th of October we entered the river, taking in tow a small cutter with a few men, the duty of whom was to dash aboard the (wreck of the) *Southfield* at the first hail, and prevent any rocket from being ignited.

Fortune was with our little boat, however, and we actually passed within 30 feet of the pickets without discovery and neared the wharf, where the rebels lay all unconscious. I now thought that it might be better to board her, and "take her alive," having in the two

DIAGRAM of Cushing's torpedo arrangement shows how fatal 50-lb. explosive was detonated under *Albemarle*.





## One Torpedo: — Deliver By Hand

The ingenious lash-up with which Cushing and his courageous band of Civil War heroes destroyed the ironclad *Albemarle* required a sure touch and great coolness in the face of a withering fire.

Cushing himself had to be the next thing to a human marionette. There he stood, in the bow of his little boat, with no less than four lines or lanyards, each of which had to be pulled and manipulated at the right instant—all this with bullets whistling about his ears and piercing the flapping folds of his coat.

Tied to his belt, one on either side, were two lines which led back to his engineer, Stotesbury. By giving a tug at one or the other, he could tell the engineer to "Go Ahead," "Stop," or "Back down." By using the lines, Cushing did not have to yell back over his shoulder and thereby run the risk of early discovery of his commando mission.

Two other lines, each tied to a cleat along the gunwales, formed the key to the unique firing mechanism.

Here's how they worked.

As soon as the boat slid over the logs obstructing the path to the target, Cushing ordered the boom (A, in drawing on opposite page) lowered to about a 30-degree angle, thus placing the explosive charge in a position to burst directly under the ironclad's vulnerable underbody.

The charge itself was contained in a brass cylinder and consisted of 50 pounds of black powder at one end and an air chamber at the other. When a small iron pin was pulled out of the cylinder, a small steel ball within the air chamber dropped onto a percussion cap, firing the black powder.

Pulling the first line (J), Cushing caused this cylinder to break free from the end of the boom and assume a floating position (see dotted lines).

Now he pulled the second line (S), the iron pin pulled out, the steel ball fell against the percussion cap, and the cap exploded the black powder with a detonation that threw water high into the sky and tossed the men in the boat into the water.

boats 20 men well armed with revolvers, cutlasses, and hand grenades.

Knowing the town, I concluded to land at the lower wharf, creep around and suddenly dash aboard from the bank; but just as I was sheering in close to the wharf, a hail came, sharp and quick, from the ironclad, and in an instant was repeated. I at once directed the cutter to cast off, and ordering all steam, went at the dark mountain of iron in front of us.

A heavy fire was at once opened upon us, not only from the ship, but from men stationed on the shore. This did not disable us, and we neared them rapidly. A large fire now blazed upon the bank, and by its light I discovered the unfortunate fact that there was a circle of logs around the *Albemarle*, boomed well out from her side, with the very intention of preventing the action of torpedoes.

To examine them more closely, I ran alongside until amidships, received the enemy's fire, and sheered off for the purpose of turning, a hundred yards away, and going at the booms squarely, at right angles, trusting to their having been long enough in the water to have become slimy—in which case my boat, under full headway, would bump up against them and slip over into the pen with the ram. This was my only chance of success, and once over the obstruction my boat would never get out again; but I was there to accomplish an

important object, and to die, if needs be, was but a duty.

As I turned, the whole back of my coat was torn out by buckshot, and the sole of my shoe was carried away. The fire was very severe.

In a lull of the firing, the captain hailed us, again demanding what boat it was. All my men gave some comical answers, and mine was a dose of canister, which I sent among them from the howitzer, buzzing and singing against the iron ribs and into the mass of men standing by the fire upon the shore. In another instant we had struck the logs and were over, with headway nearly gone, slowly forging up under the enemy's quarter-port. Ten feet from us the muzzle of a rifle gun looked into our faces, and every word of command on board was distinctly heard.

My clothing was perforated with bullets as I stood in the bow, the heel-jigger in my right hand and the exploding-line in the left. We were near enough then, and I ordered the boom lowered until the forward motion of the launch carried the torpedo under the ram's overhang. A strong pull of the detaching-line, a moment's waiting for the torpedo to rise under the hull, and I hauled in the left hand, just cut by a bullet.

The explosion took place at the same instant that 100 pounds of grape, at 10 feet range, crashed in our midst, and the dense mass of water thrown out by the torpedo came down with choking weight upon us.



## DEMOLITION DAREDEVILS

Twice refusing to surrender, I commanded the men to save themselves; and throwing off sword, revolver, shoes, and coat, struck out from my disabled and sinking boat into the river.

It was cold, long after the frosts, and the water chilled the blood, while the whole surface of the stream was plowed up by grape and musketry, and my nearest friends, the fleet, were 12 miles away, but anything was better than to fall into rebel hands. Death was better than surrender.

The rebels were out in boats, picking up my men; and one of these, attracted by the sound, pulled in my direction. I heard my own name mentioned, but was not seen. I now "struck out" down the stream, and was soon far enough away to again attempt landing. This time, as I struggled to reach the bank, I heard a groan in the river behind me, and, although very much exhausted, concluded to turn and give all the aid in my power to the officer or seaman who had bravely shared the danger with me and in whose peril I might in turn partake.

Nearing the swimmer, it proved to be Acting Master's Mate Woodman, who said that he could swim no longer. Knocking his cap from his head, I used my right arm to sustain him, and ordered him to strike out.

For 10 minutes at least, I think, he managed to keep afloat, when, his presence of mind and physical force being completely gone, he gave a yell and sank like a stone, fortunately not seizing upon me as he went down.

Again alone upon the water, I directed my course toward the town side of the river, not making much headway, as my strokes were now very feeble, my clothes being soaked and heavy, and little chop-seas splashing with a choking persistence into my mouth every time that I gasped for breath. Still, there was a determination not to sink, a will not to give up; and I kept up a sort of mechanical motion long after my bodily force was in fact expended.

At last, and not a moment too soon, I touched the soft mud, and in the excitement of the first shock I half raised my body and made one step forward; then fell, and remained half in the mud and half in the water until daylight, unable even to crawl on hands and knees, nearly frozen, with brain in a whirl, but with

one thing strong in me—the fixed determination to escape.

As day dawned, I found myself in a point of swamp that enters the suburbs of Plymouth, and not 40 yards from one of the forts. The sun came out bright and warm, proving a most cheering visitant, and giving me back a good portion of the strength of which I had been deprived before.

Its light showed me the town swarming with soldiers and sailors, who moved about excitedly, as if angry at some sudden shock. It was a source of satisfaction to me to know that I had pulled the wire that set all these figures moving (in a manner quite as interesting as the best of theatricals), but as I had no desire of being discovered by any of the rebels who were so plentiful around me, I did not long remain a spectator.

My first object was to get into a dry fringe of rushes that edged the swamp; but to do this required me to pass over 30 or 40 feet of open ground, right under the eye of the sentinel who walked the parapet.

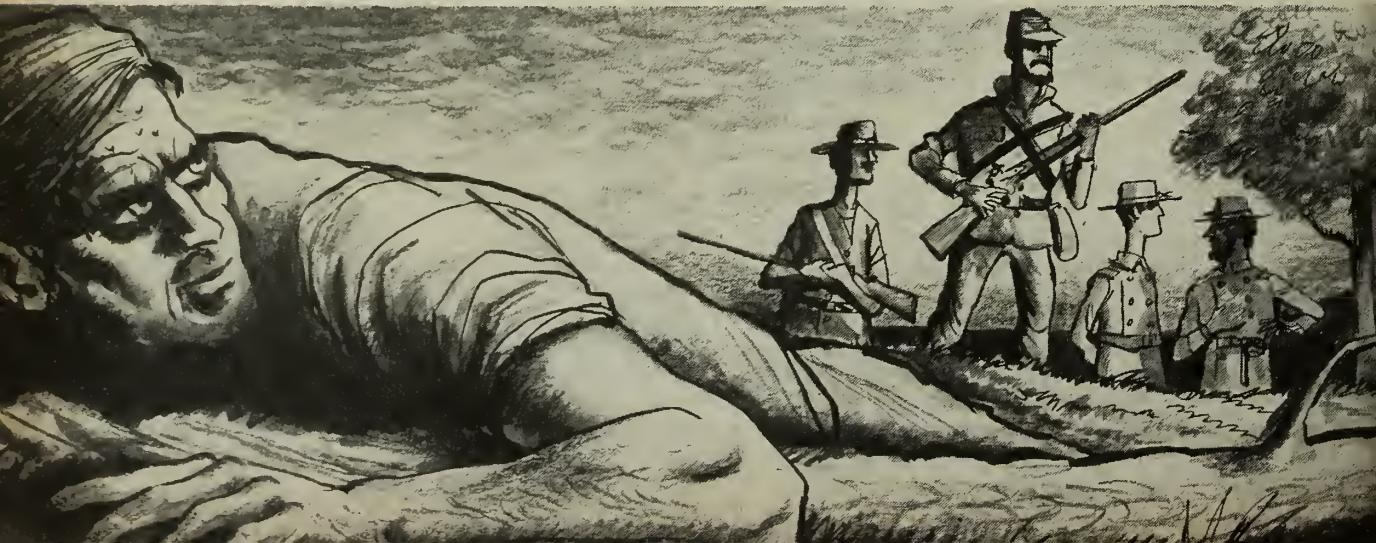
Watching until he turned for a moment, I made a dash to cross the space, but was only half-way over when he turned, and forced me to drop down right between two paths, and almost entirely unshielded. Perhaps I was unobserved because of the mud that covered me, and made me blend in with the earth; at all events the soldier continued his tramp for some time, while I, flat on my back, awaited another chance for action.

Soon a party of four men came down the path at my right, two of them being officers, and passed so close to me as almost to tread upon my arm. They were conversing upon the events of the previous night, and were wondering "how it was done," entirely unconscious of the presence of one who could give them the information. This proved to me the necessity of regaining the swamp, which I did by sinking my heels and elbows into the earth and forcing my body, inch by inch, towards it.

For five hours then, with bare feet, head, and hands, I made my way where I venture to say none ever did before, until I came at last to a clear place, where I might rest upon solid ground.

A working party of soldiers was in the opening, engaged in sinking some schooners in the river to obstruct the channel. I passed 20 yards in their rear through a corn furrow, and gained some woods below.

HIDING IN THE MUD, Cushing overhears several passing Confederates' discuss the attack made on Albemarle.







**FLEEING CUSHING** takes advantage of Confederates lunch hour to "borrow" flat-bottomed skiff for his escape.

Here I encountered a Negro, and after serving out to him twenty dollars in greenbacks and some texts of Scripture, I had confidence enough in his fidelity to send him into town for news of the ram.

When he returned, and there was no longer doubt that she had gone down, I went on again, and plunged into a swamp so thick that I had only the sun for a guide and could not see 10 feet in advance.

About 2 o'clock in the afternoon I came out from the dense mass of reeds upon the bank of one of the deep, narrow streams that abound there, and right opposite to the only road in the vicinity. It seemed providential that I should come just there, for 30 yards above or below, I never should have seen the road, and might have struggled on until worn out and starved—found a never-to-be-discovered grave.

As it was, my fortune had led me to where a picket party of seven soldiers were posted, having a little flat-bottomed, square-ended skiff toggled to the root of a cypress tree that squirmed like a snake into the inky water. Watching them until they went back a few yards to eat, I crept into the stream and swam over, keeping the big tree between myself and them, and making for the skiff.

Gaining the bank, I quietly cast loose the boat and floated behind it some 30 yards around the first bend, where I got in and paddled away as only a man could where liberty was at stake.

Hour after hour I paddled, never ceasing for a moment, first on one side, then on the other, while sunshine passed into twilight and that was swallowed up in thick darkness, only relieved by the few faint star rays that penetrated the heavy swamp curtain on either side. At last I reached the mouth of the Roanoke, and found the open sound before me.

My frail boat could not have lived a moment in the ordinary sea there, but it chanced to be very calm, leaving only a slight swell, which was, however, sufficient to influence my boat, so that I was forced to paddle all upon one side to keep her on the intended course.

After steering by a star for perhaps two hours for where I thought the fleet might be, I at length discovered one of the vessels, and after a long time got within hail. My "Ship ahoy!" was given with the last of my strength, and I fell powerless, with a splash, into the water in the bottom of my boat, and awaited results. I had paddled every minute for 10 successive hours, and for four my body had been "asleep," with

the exception of my two arms and brain.

The picket vessel, *Valley City*—for it was she—upon hearing the hail at once slipped her cable and got under way, at the same time lowering boats and taking precaution against torpedoes.

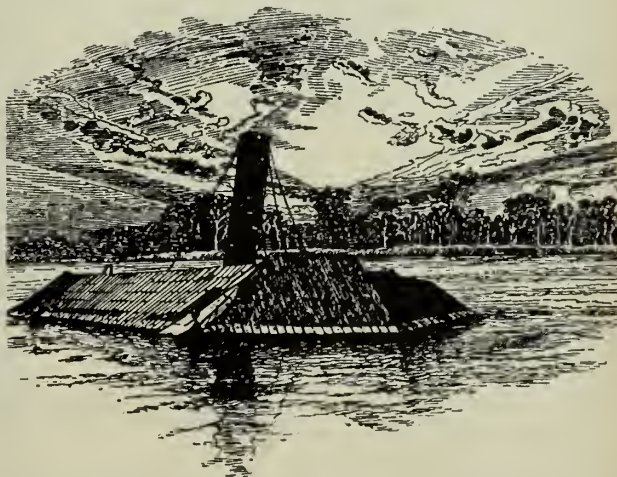
It was some time before they would pick me up, being convinced that I was the rebel conductor of an infernal machine, and that Lieutenant Cushing had died the night before.

At last I was on board, and had imbibed a little brandy and water.

As soon as it became known that I had returned, rockets were thrown up and all hands called to clear ship.

*Of the 15 heroic men who took part in the action, only Cushing and Ordinary Seaman Houghton escaped. Houghton swam across the river after the explosion and hid in the swamps for 36 hours until he was picked up by the picket vessel, Valley City, the same ship that had picked up Cushing earlier. Master's Mate Woodman and Fireman Higgins had both drowned. The other 11 had been taken prisoner.*

*For his part in conceiving and carrying out the destruction of the ironclad, Cushing was immediately promoted to the rank of lieutenant commander and was appointed by Admiral Porter to a brand new command, that of the flagship Malvern.*



**WRECKING OF ALBEMARLE** fully restored control of North Carolina coastal waters to the Federal gunboats.



# TAFFRAIL TALK

THE latest addition to the ALL HANDS writing staff is a veteran submariner who possesses the happy combination of plenty of sea duty in undersea boats with a flair for putting his experiences into words.

Chief Engineman Howard Dewey rolled into the office from New London, Conn., where he had been leading PO of the engine room of the brand-new attack submarine *uss Trout* (SS 566).

Dewey relieved Chief Quartermaster William Miller who has returned to sea duty once more, this time aboard an auxiliary, *uss Alshain* (AKA 55), instead of the destroyers he knows so intimately (see Miller's article on page 2). ALL HANDS readers can expect to see more of Chief Miller's material however—he's planning to keep up with his writing in his off duty hours.

Chief Dewey, enlisting in 1934, first saw duty in the old



battleships *Arizona* and *Tennessee*. Then he came to the conclusion that he would be happier sailing below the water than on it—so he volunteered for submarines where he's been ever since (until surfacing to take the job with ALL HANDS).

Boats he's known include the old R-3 and R-5, *uss Becuna* (SS 319), *uss Sea Owl* (SS 405), *uss Flying Fish* (SS 229), *uss Dolphin* (SS 169) and *uss Pike* (SS 173) as well as *uss Barb* (SS 220) and *uss Gurnard* (SS 254) with which he put in several war patrols around the time of the North African landings in World War II.

As if this weren't career enough, the energetic Dewey has successfully taken up writing as a hobby and has knocked out a number of articles and stories which have found their way to national circulation.

In another change, lanky John Stiller, YNSA, USN, joins our staff as a member of our research department, replacing Joe Daalling, YNSN, USNR, who has gone on inactive duty and plans to return to the Merchant Marine.

Stiller reveals his home state of Georgia as soon as he speaks. Before his enlistment in the Navy, Stiller spent a year in college and two years as a bookkeeper in a bank.

The recent changes give the magazine a staff whose members have sailed in almost every type of ship—literally—from a sampan to an aircraft carrier and back again to an LST.

A variety of billets and a well-rounded nautical education are part of the planning that goes into "seasoning" ALL HANDS—we hope you like the flavor.

*The All Hands Staff*

# ALL HANDS

The BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: STANDING GUARD—Lawrence T. Greiner, SA, USN, is silhouetted under the National Ensign as he stands guard on board USS *Salem* (CA 139), anchored at Trieste, F.I.T. Photo by William R. Lowery, PHAN, USN.





**ON THEIR TOES**



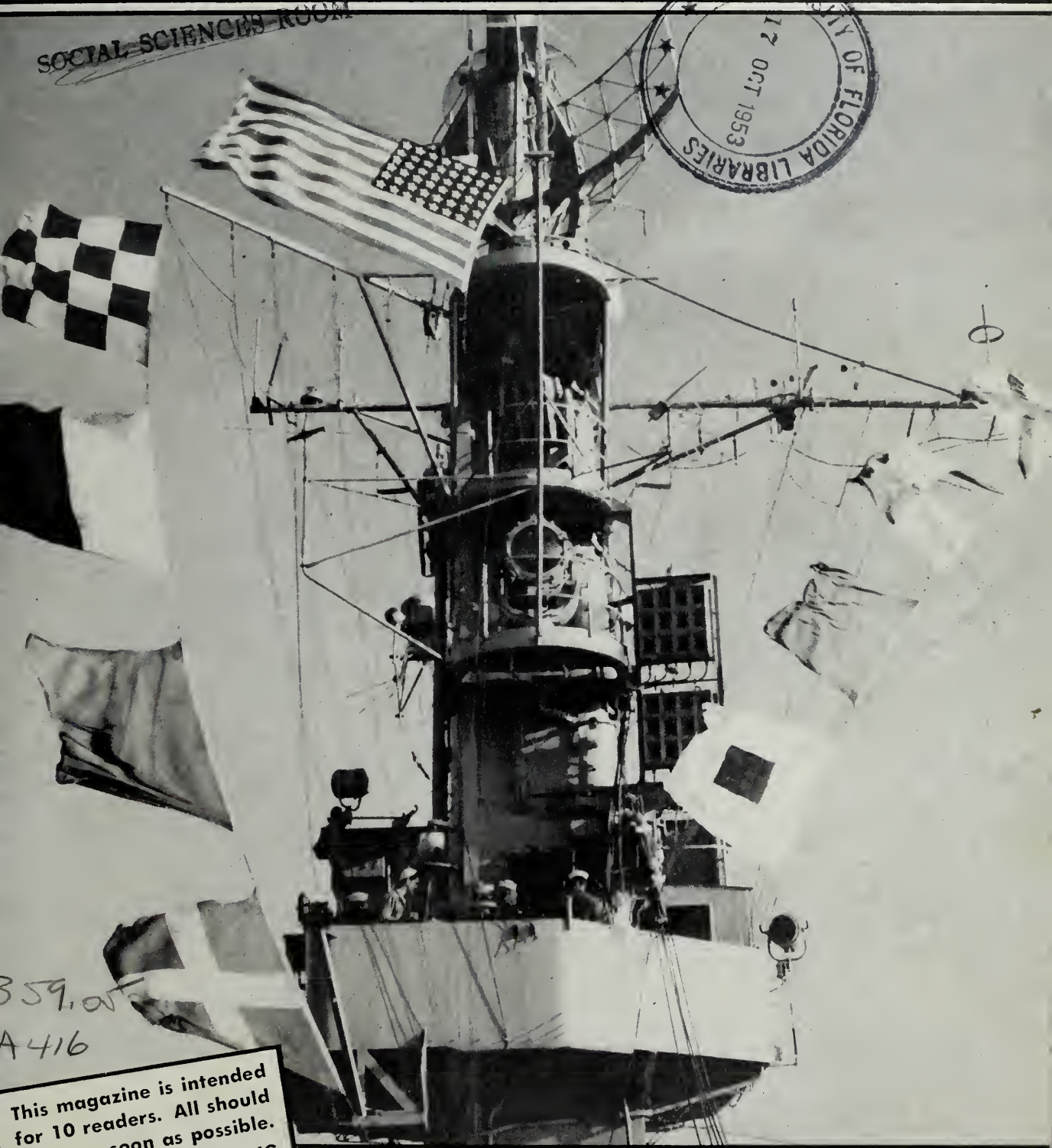
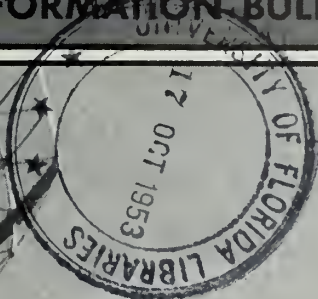
★ ★ ★ ★ ★ **keep your guard up**  
**for good health**

★ ★ ★ ★ ★

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SOCIAL SCIENCES ROOM



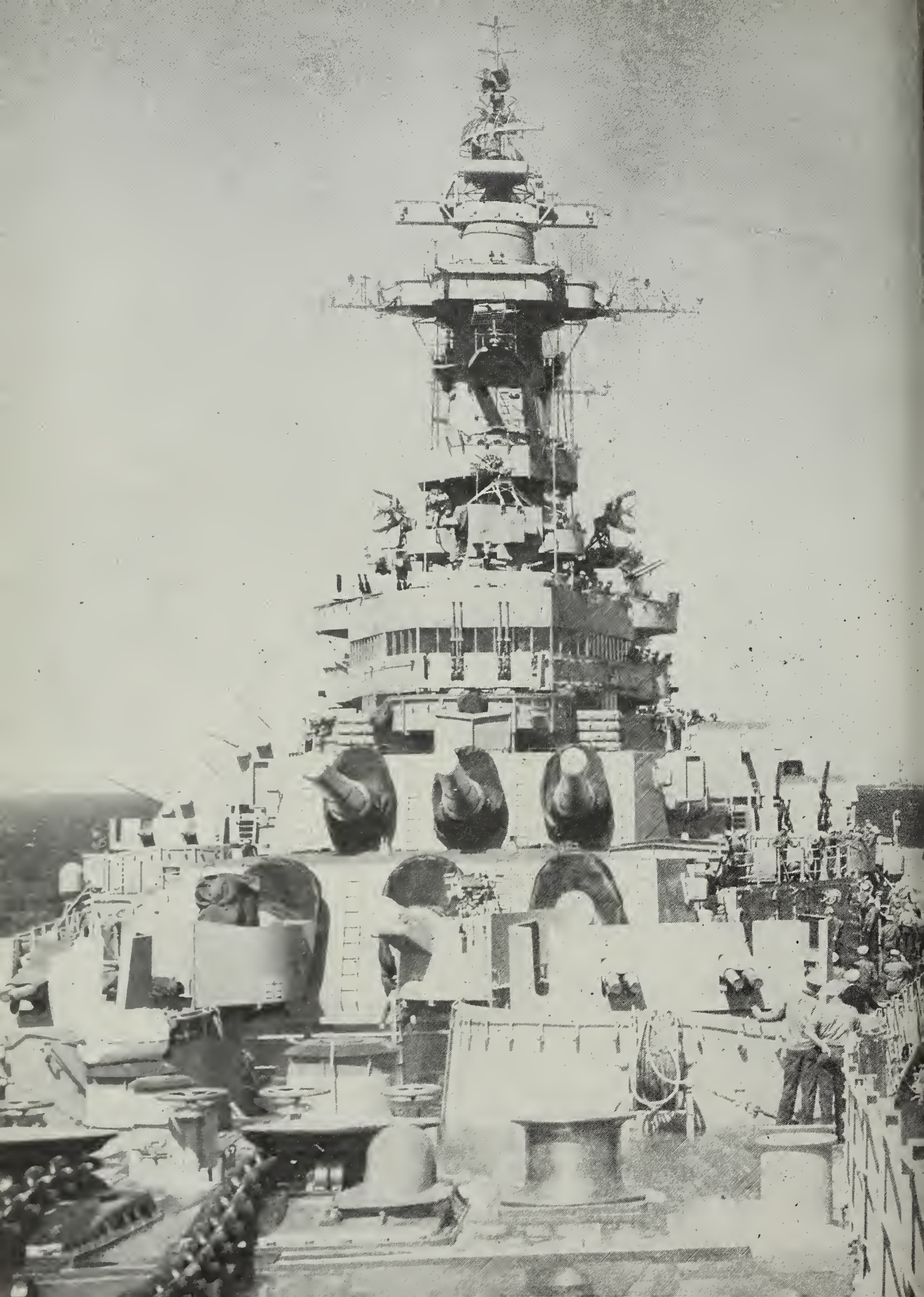
359.05  
A416

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPERS-O

OCTOBER 1953







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1953

Navpers-0

NUMBER 440

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
'SAR' Men—St. Bernards of the Sea .....	2
The Word .....	6
Ceremonial Guard Wins in a Walk .....	8
Liberty in Venice .....	11
Air Traffic Cops in Amphib Assaults .....	12
Water Wings Add Zip to Navy Craft .....	14
EMs Break Records at Officer Candidate School ...	17
Reefers Feed the Fleet on the Run .....	18
"Dear Admiral: In Answer to Your Letter . . ." .....	20
Servicscope: News of Other Services .....	24
Letters to the Editor .....	26
Navy and Marine Prisoners of War Return to Free Life .....	32
Today's Navy .....	34
Bulletin Board .....	42
Combat Pay Authorized for Navy Units .....	42
Diving Courses for EMs and Officers .....	44
Uniform Allowances for Reserve Officers .....	45
Living Conditions at Key West, Bainbridge and Memphis .....	46
Absentee Voting for Servicemen in Six States .....	48
Directives in Brief .....	54
Decorations and Citations .....	56
Book Reviews .....	58
Book Supplement: Birth of a Navy .....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor  
John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, J., USNR, News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blasdel, Reserve

• FRONT COVER: STIFF BREEZE whips signal flags and ensign on island of USS Bairoko (CVE 115) as the carrier pulls out of port. Photo by David Strickler, JO3, USN.

• AT LEFT: An important part of a sailor's morale is maintained as USS Trathen (DD 530) comes alongside USS New Jersey (BB 62) to pick up and deliver mail.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on back cover by LT E. L. Hayes, USN.







PROMPT RESCUE, through SAR techniques, is the rule today. Here, Navy ship comes to rescue of downed airmen.

## 'SAR' MEN—St. Bernards of the Sea

SAR—Search and Rescue—is an offspring of unification and has assumed international proportions. Nearly all of the earth's ocean surface is covered by an SAR organization furnished either by our country or a foreign government.

The cooperation among the armed services is excellent, with each one putting forth its best possible effort. In some locales the Air Force acts as coordinator of the SAR efforts, in others the Navy is the coordinator, while in still other areas the responsibility falls to the Coast Guard.

This organization has become a permanent part of our Defense establishment and all travelers crossing the Pacific or the Atlantic are assured of the protection offered by the invisible safety net of Search and Rescue. Here's one sample of how it works.

**N**EAR the uninhabited island of Kahoolawe in the Hawaiian chain, a Navy attack plane roared through the dark Pacific night.

Suddenly the reassuring throb of

its engine missed, then stopped. As the plane glided toward the water the pilot radioed Pearl Harbor that he and his radioman were bailing out.

The moment this message was received, the Hawaiian Sea Frontier Search and Rescue organization began rolling out a giant safety net to save the lives of the downed aviators.

Within minutes after notification, the Sea Frontier dispatched an Air Force search and rescue B-29 to the scene. It was followed closely by a Hickam Field crash boat and a Navy destroyer carrying a doctor.

A search pattern was established by the coordination center. It had already plotted the possible position of the survivors, and the direction and speed of their drift.

The wheels kept rolling. The data provided by the coordination center was supplied to the six Air Force, Coast Guard, and Navy planes that were also routed to the crash scene. It also went to two destroyers which had been ordered to the island from

a carrier task force operating in the area.

Two-and-a-half hours later lights from the survivors were sighted. Shortly after, the first man was rescued from the water by the crash boat and transferred to the destroyer. Crash boat personnel also landed in the pounding surf of the island and climbed up the cliffs to rescue the injured pilot.

They found him not far from the beach. A Navy doctor made a preliminary examination and found nothing seriously wrong. Then the pilot was lowered to the beach, placed aboard the crash boat.

Transferred to the destroyer USS *Mansfield* (DD 728), he and the other crash victim were brought back to Pearl Harbor. Another search and rescue incident had come to a successful conclusion—thanks to SAR.

During this typical (and actual) SAR operation the services of three destroyers, three crash boats, and nine planes had been utilized successfully in a 13-hour mission. The



dispatching of this equipment, their coordination, and the ultimate rescue—all was a result of smoothly operating SAR teamwork.

In this case it was an operation of the Hawaiian Sea Frontier. But it might have happened in the Atlantic, the Gulf, or the near and far reaches of the Pacific.

Millions of dollars in ships, planes and communication equipment furnished by the armed forces form the strands of this invisible safety net spread across the ocean to protect and save the lives of military travelers.

In the central Pacific it is the Hawaiian Sea Frontier, acting as coordinator for the unified SAR efforts of all the services in Hawaii, which holds this net aloft.

The Kahoolawe incident was a good example of the daily work done by this Naval command which covers nearly 10 million square miles of the Pacific Ocean.

The authority for this unified SAR operation stems from the Joint Chiefs of Staff in Washington through the Commander-in-Chief of the Pacific. Although CinCPac is responsible for the entire Pacific, search and rescue authority has been delegated to various other commands such as the Hawaiian Sea Frontier.

This particular command, geographically the largest SAR organization in the Pacific, is headed by the Commandant of the 14th N.D.

Headquarters for the Hawaiian Sea Frontier Search and Rescue organization is maintained at Pearl Harbor. Here beats the pulse of the entire rescue system that extends from Hawaii half way to the United States and westerly to Kwajalein.

A switchboard, providing direct lines to all SAR elements located on Oahu, buzzes frequently. Behind closed doors the radio room keeps in constant touch with various surface and air units taking part in the operations.

Five naval aviators, assigned to SAR as controllers, are the backbone of the organization. Twenty-four hours a day you will find one of these officers and several enlisted men standing by their radio transmitters and receivers, alert for possible emergencies that may develop. If alerted, it is their responsibility to activate all SAR units and coordinate the rescue efforts.

As soon as an incident is reported,



**HELICOPTER** is one of Navy's most efficient means of pulling men out of the 'drink.' Survivors are hoisted aboard, flown to nearest point of safety.

the controller orders out the necessary equipment and diverts air or surface craft in the area to the scene of the search operation. He has at his fingertips a multitude of equipment permanently assigned to SAR—more than 30 planes and 20 surface craft. He may, if necessary, request and receive additional assistance from operational commanders of the respective services.

During the course of the alert the controller may designate an "on-the-scene commander" who will act

under his orders and supervision.

The most persistent report in the SAR daily log concerns aircraft that experience engine failure during the course of a flight. Each of these incidents—averaging over three a day—calls for certain action.

A plane is ordered out to intercept and escort the stricken craft to the nearest field. All other necessary facilities are alerted for possible participation in the incident. The Hawaiian Sea Frontier Operation Center supplies a list of ships in the plane's

**HELPING HANDS** aboard USS *Halsey Powell* (DD 686) give first aid to one of survivors of plane crashes in Formosa Straits during Korean conflict.







MIRRORS are handy in attracting attention of assisting planes, ships. Some life rafts use radar now. Below: Crash victims climb aboard *Halsey Powell*.



immediate vicinity. The Honolulu Air Traffic Control Center supplies similar information concerning aircraft. If the plane experiences further trouble, these ships and planes will be ordered to change course and station themselves along the route of the disabled plane.

A recent case gives an idea of the equipment that may be thrown into this type of mercy operation.

An Air Force plane en route to Hickam Air Force Base from California developed an oil leak in its No. 1 engine. This fact was reported to the Honolulu airport which in turn relayed the message to SAR for action. A plane was immediately dispatched to intercept and escort.

Soon after the interception was accomplished the distressed aircraft had a stoppage of No. 4 engine.

When notified of this second engine failure, SAR ordered out three more planes and nine surface craft to stations along the path of the incoming plane.

As the transport passed overhead the various units followed, supplementing the next ship. As it came in for a safe landing—in the nick of time—a fire had started in the aircraft but was put out in rapid order.

A distressed plane, a ship aground, or a serious illness far at sea are all in a day's work for Search and Rescue. But occasionally Mother Nature herself adds a finishing touch, brewing typhoons and tidal waves to strike at our island bases.

Late last year typhoon "Olive" roared out of the South Pacific and struck Wake Island. The force of the tropical storm destroyed the major portion of the island installations, leaving the 750 inhabitants without shelter, food or water. The Pearl Harbor SAR headquarters swung into action, dispatching supplies to Wake by plane.

Far at sea an MSTs transport headed for the coral island under orders from headquarters to lend a helping hand to the stricken population. As information flowed into the Pearl Harbor SAR center from Wake, it became apparent that all but the most necessary personnel would have to be evacuated. Again SAR swung into action, planning and executing the evacuation.

At the conclusion of the operation more than 2000 gallons of water, 500 cots, 1000 blankets, 36 tents and 1000 ration boxes had been airlifted to the community and





CONTROL CENTER at Pearl Harbor plots search pattern, dispatches planes, ships and crash boats on SAR missions.

more than 500 people evacuated to Oahu, Guam, and Manila.

Last year more than 1800 alerts were received, ranging from the interception of distressed planes and the coordination of rescue efforts, to the issuing of advanced warnings of approaching tidal waves. Many men who have been stricken by illness at sea where a doctor is not available owe their lives to SAR.

In such cases SAR is advised by radio of the man's condition and his symptoms. The report is diagnosed by a doctor who advises the ship on recommended treatment.

If the sickness is serious or if necessary medical supplies are not immediately available, SAR makes provisions for transferring the man or providing the supplies.

A portable iron lung was supplied to a Coast Guard cutter on weather station when one of its crew was stricken with polio. Another vessel received a shipment of antitoxin by air-drop after a suspected case of diphtheria was found on board. A chief petty officer who had been injured in a fall was transferred to another ship, diverted to the rendezvous by SAR authorities.

Due to the vast area of this SAR command (nearly three times larger than the United States), sub-control centers of Search and Rescue have been established at Johnston, Wake, Midway and Kwajalein Islands. Each of these units, under the constant supervision of the Pearl Harbor center, handle all alerts originating in their areas. They are manned by the three services; the Air Force at Johnston, Coast Guard at Midway and Wake, and the Navy at Kwajalein.

Primarily established to assist

military personnel, the facilities of SAR are also available to commercial ships and aircraft in distress. This is in accordance with the long standing tradition of helping those in peril, and hardly a day goes by without the facilities being alerted to safeguard the lives of those aboard a crippled commercial plane or to search for a lost fishing boat.

In these cases the military authorities work hand in hand with civilian officials. A tidal wave alert in the Pacific last year is a graphic example of this cooperation.

On 4 November, a severe earthquake shook the ocean bottom near Siberia and started a wave rolling across the Pacific toward Hawaii at great speed. As soon as the wave danger became evident, the Hawaiian Sea Frontier, acting in conjunction with other civilian and military organizations, swept into action, contacting and warning the islands throughout the command.

The estimated time of arrival at

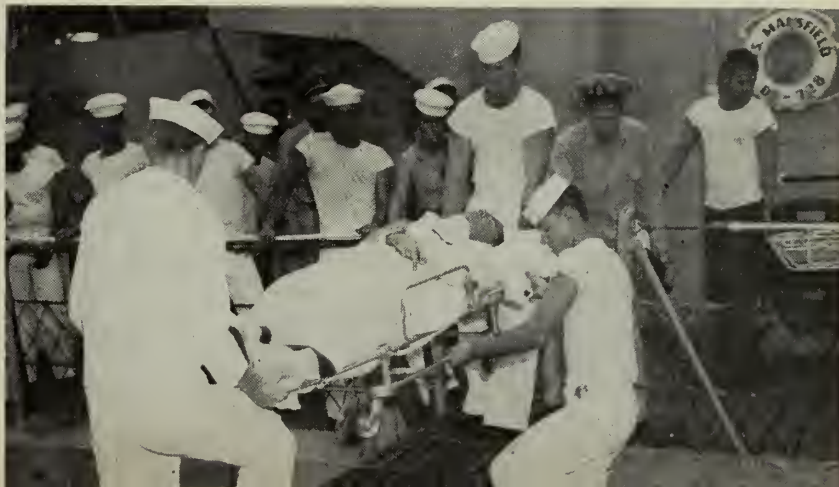
Oahu was determined and passed on to the civilian Civil Defense agencies that began disaster preparations. As it developed the wave did little damage in the Hawaiian Islands, due for the most part to the early warning. Small craft had been moved to safe anchorage and people who lived in the danger zone were able to move to higher ground.

During the Korean conflict, the Air Force sent several flights of jet fighters across the Pacific under their own power. Always present during these trans-Pacific hops was a line of Navy and Coast Guard ships scattered across the ocean, alert for any trouble among the transient aircraft. The movement of the jet planes was constantly reported to SAR which coordinated the movements of the surface vessels and watched over the entire operation.

Everyday—in the central Pacific as elsewhere—the SAR network is alerted for any type of emergency.

—William H. Prosser, JO1, USN.

INJURED Navy pilot is carried ashore at Pearl Harbor for transfer to hospital. He was rescued in SAR operation after his plane crashed (see story).





# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **NEW DEFENSE MEDAL**—A new medal and accompanying ribbon has been approved for Navymen and other members of the armed forces who have served on active duty anywhere in the world during the Korean conflict.

Not eligible for the new medal are Naval Reserve personnel on active duty for training; or on short tours of active duty to serve on boards, courts or commissions; or any person ordered to active duty who, after his physical, was disqualified and immediately released again.

The new award, according to BuPers Inst. 1650.3, will be called the "National Defense Service Medal" and was authorized by a recent Executive Order.

The ribbon will be 1½ inches in length and ¾ inches in width. The design will consist of a red band 7/16 inch on each end with a ¼ inch band of yellow in the center with a red, white and blue stripe on each side.

The medal will be distributed when available free of charge but personnel will have to purchase the ribbon.

The Executive Order states that all members of the armed services of the U.S. "who shall have served during any period between 27 June 1950 and a terminal date to be announced later" shall be eligible to wear the ribbon.

No person, however, will be entitled to earn more than one award. The National Defense Service Medal may be awarded posthumously.

In addition to the above, there are two authorized medals awarded for service in or around the Korean theater of operations. They are the *Korean Service Medal*, awarded to members of the U.S. armed forces who have taken part in the conflict, and the *United Nations Service Medal*, which goes to members of the fighting forces of allied nations (including the U.S.) who take part in the United Nations action in Korea.

The National Defense Service Medal will take precedence immediately after the China Service Medal (Extended) and preceding the Korean Service Medal and shall be worn accordingly.

• **G. I. BILL DEADLINE**— The deadline for starting training under the Korean G. I. Bill is less than one year away for nearly 1,000,000 Korean veterans.

The Veterans Administration lists that total as the number of veterans serving since 27 Jun 1950 who were discharged or separated before 20 Aug 1952, and who have not yet taken advantage of the G. I. training.

Under the law these veterans must actually "enroll in and begin" G. I. training by 20 Aug 1954. The mere filing of an application beforehand, with an intention of starting some time after that date, is not enough. Other veterans, separated after 20 Aug 1952, have the standard two years from the time they left the armed forces in which to begin their training.

• **HANDBOOK FOR CORPSMEN**—Distribution will commence soon on a new 1953 edition of the *Handbook of the Hospital Corps, U. S. Navy*. The research, writing, editorial work and final printing have been completed.

Personal copies can be obtained from the Government Printing Office at a cost of \$4.50 per copy. Distribution will be made to applicable Naval activities, as soon as practicable.

This is the seventh edition of the *Handbook*—since the first "Handy-book" of the Hospital Corps was published in 1914. Other editions of this "Medical Book of Knowledge" familiar to Navy corpsmen everywhere, were published in 1917, 1923, 1928, 1939 and the one currently in use, published in 1949.

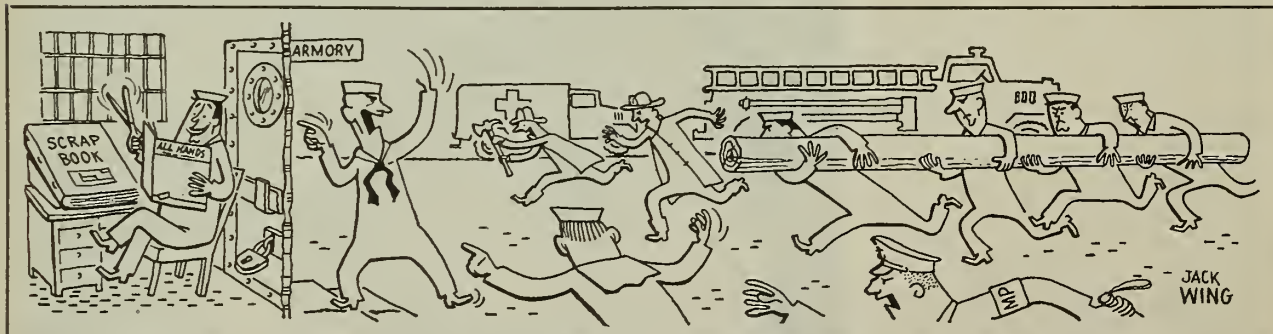
The book will serve as a reference text book for hospital corpsmen preparing for advancement in rate. New training courses for hospital corpsmen are now under revision and will use the new handbook as a guide, incorporating much of its contents.

• **CHANGES IN INSIGNIA**—In line with the Navy's program of standardizing insignia, minor changes have been made in certain breast insignia worn by Navymen to indicate a special qualification or designation.

The wings on the *Flight Surgeon* insignia and *Flight Nurse* insignia have been changed to conform to those of the *Naval Aviator* insignia. In addition, the center leaf designs have been made to conform to the standard metal leaf designs for medical officers and nurses.

The *Submarine Medical* insignia has also been changed so that the center leaf design conforms to the metal leaf design worn by medical officers.

The wings on the *Naval Aviation*



PASS THIS COPY ALONG—There should be an easier way to rescue this issue of ALL HANDS for nine other sailors.



Naval Aviation Observer



Flight Surgeon



Flight Nurse



Submarine Medical



Submarine Engineering Duty

Observer insignia have been changed slightly to conform to those worn by Naval Aviators.

In addition to the above changes, the *Submarine Engineering Duty* insignia will now be distinguishable from the insignia worn by Submarine Operating Personnel. Instead of the former center design, showing the bow of a submarine with the block letter "E" superimposed on it in the lower center, the present center design is a circle upon which a silver three-bladed propeller and circumscribing silver rim are superimposed, the tips of the propeller blades touching the inner-diameter of the silver rim. As in the former insignia the center-piece is flanked by two dolphins.

No mandatory date has been established when personnel authorized to wear the new insignia will be required to make the changeover; however, it should be done as soon as possible.

• **NAVAL ACADEMY**—Naval Reservists ordered to active duty after 6 July 1953, who have previously made application through their Reserve unit to compete for appointment to the Naval Academy under the yearly Reserve quota, may still qualify even though they are no longer with their Reserve unit.

Although enlisted men of the Regular Navy took their qualifying

exam in July, Reservists ordered to duty with the Fleet who are candidates for the Naval Academy should submit via their commanding officer, a request for assignment to the Naval Preparatory School.

The request will be forwarded by the commanding officer to BuPers (Attn: Pers C-1214). It must include the date you reported for active duty, your basic classification test scores and your commanding officer's recommendation.

Reservists on active duty who are selected as aspirants for the Naval Academy will be ordered to the "prep" school at Bainbridge, Md., to compete for an appointment awarded by the Secretary of the Navy. The quota for the Naval Reserve is 160 a year (there is another quota of 160 a year for Regular Navy enlisted men). At Bainbridge they will follow a course of instruction which will prepare them for the entrance exam for the Academy, given each March.

For full details, see BuPers Instruction 1530.25.

• **VETERANS' BENEFITS BOOKLET**—A publication has been designed to give information to men and women of the armed forces, at the time of their separation from active service, that will aid them in adjusting to civilian life.

The 27-page pamphlet entitled "Going Back to Civilian Life" explains the principal rights, benefits and privileges to which veterans, their dependents and their survivors may be entitled because of the veterans' service.

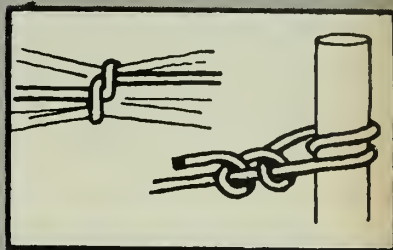
The pamphlet lists the governmental agencies that administer the benefits and directs attention to the principal organizations authorized to assist veterans. It also tells the veteran where to write or go to expedite action on rights and benefits to which he is entitled and points out some obligations and responsibilities that rest upon a veteran after separation and steps the veteran should take to fulfill them.

Among the many facts spelled out are those concerning Civil Service preference, education, farm loans, reemployment rights, vocational rehabilitation, and the home-stead and housing program.

This publication is distributed to Civil Readjustment officers and to individual veterans at the time of their separation from service.

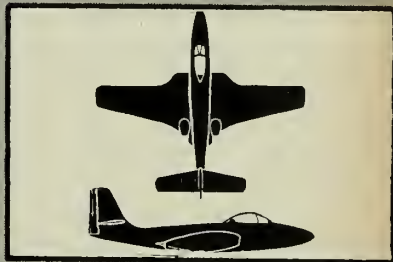
## QUIZ AWEIGH

If you know your knots and your planes, you have two-thirds of this month's quiz licked—and that's not bad. But to score a 4.0, you also must know your deck gear. Do you?



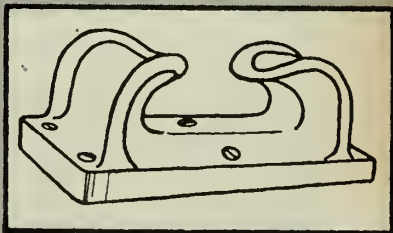
1. At left above is a (a) Half hitch, (b) Marline hitch, (c) Fisherman's bend.

2. At right is a (a) Clove hitch, (b) Timber hitch and half hitch, (c) Round turn and two half hitches.



3. These Navy aircraft silhouettes identify the (a) Panther, (b) Phantom, (c) Banshee.

4. The aircraft is the (a) F2H-1 fighter, (b) AD-1 attack plane, (c) P2V patrol plane.



5. The name for this important piece of deck gear is (a) double bollard, (b) double bitt, (c) open chock.

6. Its primary use is for (a) guiding lines from a ship's deck, (b) securing mooring lines, (c) hitching towing lines.

ANSWERS TO QUIZ AWEIGH  
ON PAGE 53.





NAVY'S Ceremonial Guard, shown marching in ADM Sherman's funeral procession, is noted for its 'spit and polish.'

## Ceremonial Guard Wins in a Walk

**T**HERE'S an old saying that "sailors never walk" but there's at least one group of Navymen that acts as though it had never heard of the old saw.

"Walking"—or rather marching, snappy, close-order marching—is the stock-in-trade of the Navy's Ceremonial Guard.

The Guard, the only unit of its kind in the Navy, is the service's elite marching corps. It is ready at a moment's notice to put on a faultless display of marching skill before visiting dignitaries or at a military funeral.

Stationed in the nation's capital, the Guard must maintain a tight schedule. When the bluejacket Guardsmen aren't high-stepping down the street in a parade or rendering honors to high state officials or taking part in a funeral, they have other duties such as gate watches, station police patrols, parking and traffic control aboard the Receiving Station, Washington, D.C. Members also act as money guards when funds must be transported to and from the Navy Exchange or Disbursing Office and the bank.

While they lead a busy life, the Guardsmen find it a colorful one, which brings them into contact with a lot of famous people. For example, one day not long ago the unit had to serve as honor guard for Field Marshal Montgomery of the British Army. The same day it took part in four funeral details. (During the past year, the Guard has provided

funeral details for more than 500 burials of naval personnel in Arlington National Cemetery and in other cemeteries in the Washington area). On another occasion the Precision Drill Team performed on television, and at the annual Republican and Democratic Congressmen's baseball game. They have marched before presidents and kings, in honor of Senators and sea heroes, from seamen to admirals.

Another function of the Guard is to act as the Naval Emergency Ground Defense Force for the Receiving Station, Washington, D.C. To carry out this mission, the Guardsmen maintain their own armory of machine guns, automatic weapons, rifles and pistols. Eight men are responsible for keeping the pieces cleaned and polished so that they gleam and glisten like the men who carry them.

The Guardsmen also maintain the "Mast of the *Maine* Memorial" in Arlington National Cemetery. (The memorial, dedicated to the men who lost their lives when the battleship *Maine* was blown up in Havana, Cuba, in 1898, is the actual mast of that ship. Surrounding the mast are the graves of the men killed in the explosion).

---

**Spit and Polish Guardsmen  
Take Home Trophies  
For Precision Performances**

---

Since its creation 20 years ago, the Ceremonial Guard has grown from a unit of 50 men and one officer to 125 men and two officers. Before that time, whenever a group of bluejackets was needed for a ceremony, parade or funeral, they had to be chosen at random from various schools or ship's company at the Naval Gun Factory. The newly organized Navy Ceremonial Guard was able to match the precision performances of the permanent ceremonial organizations which are maintained by the other armed services.

The day for the Ceremonial Guardsman begins at 0630 when reveille is sounded. Sweepdown is at 0645 and the early watch is posted at 0700. Those not on watch turn to cleaning the barracks and other everyday chores. The men on watch are relieved at 1200, and after the noon meal, they generally go on an afternoon detail which usually lasts through to evening.

The Ceremonial Guardsmen must present an excellent appearance wherever they go and this sometimes requires that they shave twice a day (ouch)! and use two or three sets of whites.

Consequently, a lot of the Guardsman's free time is spent in washing and ironing his uniforms and shining his shoes.

The men in the Guard chipped in and bought five washing and drying machines. This helped a lot, but they still put in plenty of time to



keep up their smart appearance.

"Our goal is perfection," claims Walter T. Pryor, GMC, USN, who is one of the two CPOs in the Guard.

"People often judge the Navy by the men in our outfit. We've got to be sharp."

"Not only that," adds Denzil E. Scott, GMC, USN, the other CPO Guardsman, "our men on the gates give newcomers to the station their first, and usually lasting impression. The men standing these watches not only must have immaculate uniforms, but also must be courteous, efficient and thoroughly indoctrinated in the rules and regulations of the Navy and of this station."

"For that matter," breaks in Pryor, "everyday is inspection day for us. Whenever a detail is sent out or a watch posted, the men receive a thorough inspection. When our men stand Captain's Personnel Inspection, if we don't get at least an 'outstanding' we feel that we've dropped the ball."

The basic uniform for the Guard is the same as any other sailor with a few exceptions. The summer undress whites are worn with neckerchiefs, duty belts, and leggings. White gloves are a part of the uniform when under arms. The winter uniform, Dress Blue "A," is worn with white leggings and duty belt, and if the weather requires, pea coats and leather gloves.

Being selected to serve in the Ceremonial Guard is no accident. The seaman, who usually comes to the unit directly from recruit training, is screened in recruit training on



'ORDER ARMS' in rotation shown being executed, is one of Guard's 'tricks.' Members of the 24-man multi-duty drill team spend hours practicing.

his appearance, military bearing and ability to handle a rifle.

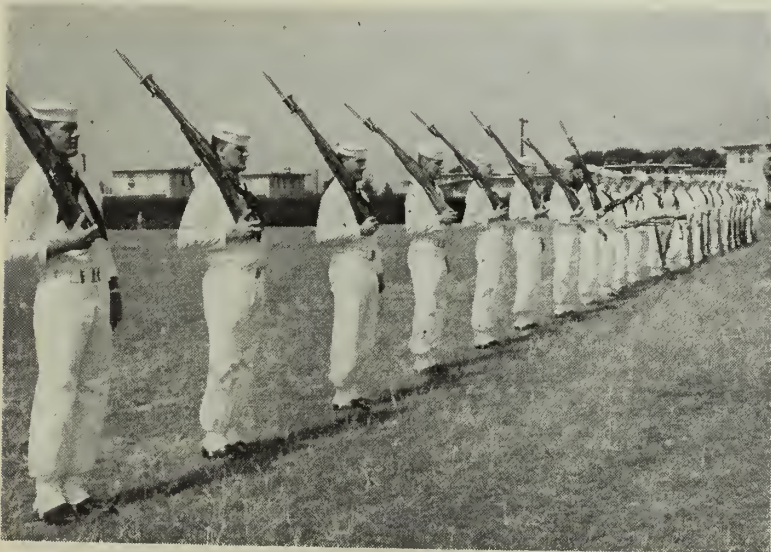
The minimum height is five feet ten inches. Most Guards, however, measure more than six feet. Each must be a high school graduate and have a better-than-average GCT. He must also possess a smart, military bearing, be able to march and be enthusiastic about the idea of serving in the Guard.

"When a man is assigned to the Ceremonial Guard," says Chief Pryor, "he sometimes feels it's no more of an honor than being detailed to mess cooking. But after a few weeks

in the outfit, he usually begins to feel the *esprit de corps* and adjusts himself to our highly regimented life. Naturally, some men are more adept at military drilling than others and advance more rapidly."

The Ceremonial Guard is divided into four separate units for drilling, although the entire Guard drills as a unit two hours a day. The individual units are the "Drill Team," "A" Squad, "B" Squad and "C" Squad.

"Once in the Guard," Chief Scott explains, "a man is immediately assigned to the C Squad for drilling. As his ability increases and he shapes



DRILL TEAM carries out 'right shoulder arms' in rotation. Right: Difficult maneuver, 'exchange of rifles' is executed.





TROPHY is added to impressive collection by Drillmaster B. P. Gerald, BM3, USN (right). R. C. Martin, BM3, USN, another drillmaster, looks on.

up to our standards, he is moved up the line to the B and A Squads, as vacancies occur."

The Drill Team itself is strictly voluntary. It is every man's goal to be selected for it. With only 24 men on the Drill Team, competition is keen.

Such competition for selection has paid off. In contests with the drill teams from the ceremonial units of the Army, Air Force and Marines, the Navy's drill team has "marched away" with the trophy for the past four years.

Five petty officers of the Ceremo-

onial Guard are qualified to handle the Drill Team. R. C. Martin, BM3, USN, is presently the drillmaster. Others qualified to handle this job include P. L. Sutton, BM3, B. P. Gerald, BM3, W. T. Pryor, GMC, and D. E. Scott, GMC.

To be a good drill man, a Guardsman must concentrate. As a matter of fact, Drillmaster Martin says that every member of the squad could perform every movement known to the Drill Team blindfolded. And that's precision.

Sometimes this concentration assumes awesome proportions. For ex-

ample, one day the men were drilling for a show that was being televised and were performing a movement that calls for twirling the rifle (bayonets fixed). When the show was over, Drillmaster Martin marched his men off the field and gave them "At ease."

One man happened to look down at his hand and saw that it was bleeding. He had cut it on his bayonet during the rapid maneuvers—and hadn't even noticed it.

Many maneuvers performed by the Drill Team have been "invented" by team members themselves. Only a few of them are "orthodox," but regardless of the maneuvers they use, the Drill Team still returns home with the trophies.

Marching trophies are not the only cups that adorn the Ceremonial Guard's trophy case either. Working as a unit in the intramural athletic program, the Guard won the 1953 swimming and softball crowns and placed second in bowling.

Despite the long hours and the spit-and-polish life, men of the Ceremonial Guard are proud of their unit and its record. You won't hear them bragging about it, but watch out if you make a crack about the unit within hearing of one of the Guardsmen. A normal tour for a man in the Ceremonial Guard is about 18 months, after which he usually goes to sea.

The Navy's Ceremonial Guard is under the supervision of Lieutenant Commander Biagio O. Funari, USN, and Lieutenant Roy M. Bell, USN. Lieutenant Commander Funari, who is also Security Officer for the Receiving Station, knows from experience the value of discipline and morale. He was a prisoner of war of the Japanese during World War II. He is on his second tour with the Ceremonial Guard, having been attached to the unit the first time from 1946 to 1948.

About the biggest compliment that the men in the Ceremonial Guard have received came from an Army sergeant. When told the Guard drilled only two hours a day, the sergeant exclaimed:

"Listen, I've been drilling guys for many years and I say those men are professionals. They couldn't be that good with only two hours practice a day."

But they can be—and are, these sailors that "always walk."—Rudy Garcia, JO1, USN.



STEPPING SHARPLY, Ceremonial Guard's crack drill team takes part in close order drill during 'Sea Hawk Day' festivities in Washington, D. C.





## Liberty in Venice

**V**ENICE, city of canals, has long been a favorite spot for sailors visiting Italian ports. This city was one of the final ports-of-call visited by *uss Roanoke* (CL-145) on her fourth Mediterranean tour.

No streetcars or buses travel the 'streets' of Venice—instead, you travel by gondola or "vaporetti."

Navy sightseers enjoy hearing the cheerful gondoliers singing "O sole mio" and other familiar melodies as they cross the Rialto Bridge—built in the late 1500s—in search of curios or mementos. The Doge's Palace is a popular place with visitors, along with the ancient Church of St. Mark and the Campanile Tower.

Here are some Venetian scenes: *Upper left:* Sailors look over ship models in Venetian shop. *Upper right:* Liberty launch 'doubles as gondola' traveling the canals of Venice. *Right center:* Navymen enjoy the technique of the gondolier on the Grand Canal. *Lower right:* Sailors relax along the Canal of St. Mark; Campanile Tower can be seen in the distance. *Lower left:* Two bluejackets walk up steps leading to the Doge's Palace.







BIRD'S EYE VIEW of Marines in amphibious assault. In operation supporting planes are guided by TACRons.

## Air Traffic Cops in Amphib Assaults

"BONGO, this is Hedgehog 32." The loudspeaker voice had a sound of urgency as it broke the silence in the Supporting Air Control Center on the Amphibious Force Flagship *uss Pocono* (AGC 16).

The radio circuit from the shore unit continued its message to the ship. "We are pinned down by 10 tanks approaching the front from north along road at coordinate 8640K. Request air support immediately. I can observe and will control."

The air control officer from one of the Force's three Tactical Air Control squadrons paused briefly to visualize the situation ashore.

In the front lines of attack was a Tactical Air Control Party. It consisted of a Marine pilot and several enlisted runners and radiomen. In the amphibious assault landing, the first line of troops had been suddenly threatened by enemy action.

Back on board *Pocono*, the air control officer conferred hurriedly with the gunfire support officer and

intelligence officer to determine whether naval gunfire might be better, and whether the coordinates were correct.

Ten miles away, a flight of Navy attack bombers "orbited" over a designated spot—waiting. As soon as the Tactical Air Control Squadron on *Pocono* decided that aircraft was the answer to the threat, the flight leader got the word to strike.

Within 15 minutes, the pinned-down troops were happy to see the Navy planes plaster the enemy tanks with rockets, bombs and napalm.

Theoretically, of course, for this was a typical training exercise, set up by Commander Amphibious Force, Atlantic Fleet, operating out of Norfolk, Va. The problem of having aircraft ready and waiting to send to the right spot at the right time during an assault landing is a difficult one, and the TACRon method helps to provide a solution, as in the situation illustrated.

This system—a development of World War II which came into full

flower at Iwo Jima—is based on the premise that control of all aircraft during an amphibious assault should be under the direct control of the amphibious force commander from the time the armada approaches the beachhead until the site has been "secured" and a command post set up ashore.

To implement this control, the Navy set up the TACRons, which consist mainly of experienced naval aviators who have been specially indoctrinated in amphibious warfare. They are embarked in amphibious force flagships such as *Pocono*, *Taconic*, *Mount Olympus*, and in some cases in attack transports acting as flagships.

The Atlantic Fleet Amphibious Force "air force" consists of Tactical Air Control Group Two, permanently assigned in the Force flagship, *uss Pocono*.

It is made up of three TACRons, based at the Naval Air Station between operations. Each has about 17 officers and 45 enlisted ratings—



mostly radio and electronics specialists.

To insure full coordination between air and ground troops, each TACRon includes an Army, Marine and Air Force officer in addition to naval officer specialists in intelligence and communications.

In a typical example of split-second coordination (during the Lant PhibEx II-53 assault landing at Onslow Beach, N. C.), the control group on *Pocono* simultaneously worked on the following:

- It directed a helicopter air lift of Marines to the beach from a "jeep carrier."

- It provided a covering umbrella of *Panther* jet fighters for the 'cop-ters.

- It directed "sweep" missions of *Corsairs* to hit strategic bridges and roads ahead of the troops.

- It held aircraft units in the air in readiness to hit danger areas as they occurred.

- Finally, it directed flights of anti-submarine aircraft within a 75-mile radius of the main beachhead.

Air coverage is an important factor in any amphibious assault today. With modern jet planes unable to stay aloft more than about 90 minutes before needing fuel, the TACRons must work fast to utilize their services.

Invasions during World War II sometimes took more than a week to reach the stage where a command post could be set up ashore by the troop commander. During this period, the amphibious force commander, through his TACRons, maintains control over all aircraft—Navy, Marine or Air Force—entering the assault area.

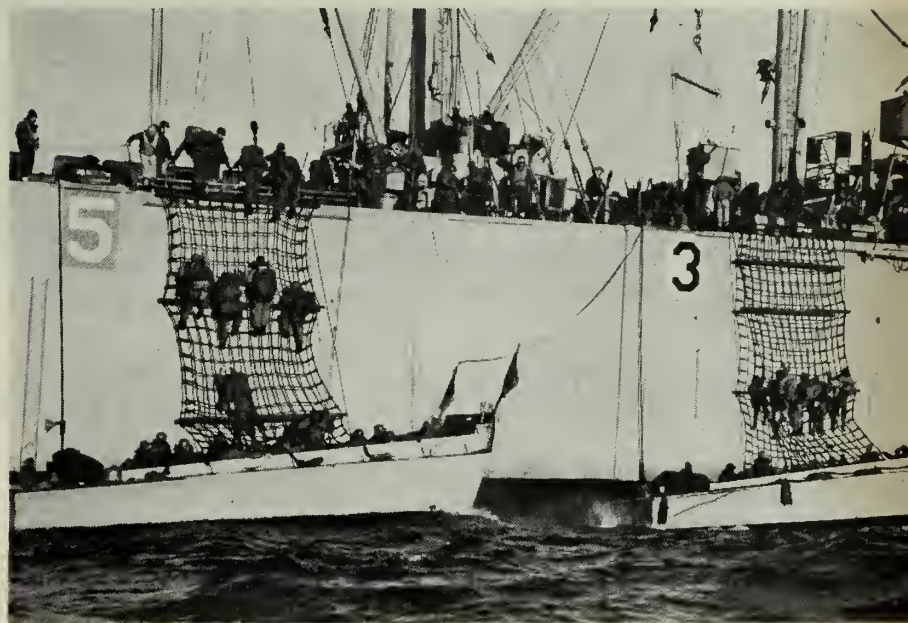
The Atlantic Fleet Amphibious Force TACRons also have had another important mission between operations. Periodically, they sent detachments to various air stations to train squadrons heading for Korea. By using jeeps and other mobile equipment, they set up a Supporting Air Control Center ashore, to direct the aircraft as they will be used in any future needs.

The Atlantic Fleet Amphibious Force includes ground troops and surface units of every type. Although the Force TACRons do not own a single aircraft, their expert direction of those of other arms gives the Force an "air arm" carrying a potent punch.

**OCTOBER 1953**



COORDINATION of ground, sea and air arms is accomplished by personnel from all services. Here, both officers and EM are drilled on radio circuit work.



BATTLE-CLAD troops crawl down nets into LCVPs. Below: During training *Corsairs* roar in over LVTs and Marines to strike at 'enemy' emplacements.







UNDERWATER 'WINGS' slice water, propelling hydrofoil-equipped craft along at a greatly increased rate of speed.

## Water Wings Add Zip to Navy Craft

**I**F you should happen to see in the near future something that looks like an overgrown mosquito on skis skimming over the water toward you at a speed no small craft has a right to travel—don't break out the insect spray, it's only a hydrofoil boat.

Hydrofoils are "underwater wings" attached to the hull of a small craft. With these "wings" a boat can be supported on the water in the same manner that an aircraft is supported in the air. When sufficient speed is reached, the hull lifts off the water and the boat becomes supported entirely on its foils. With the hull thus riding high, less water friction results and higher speeds can be attained.

The boat shown in the accompanying photos is capable of about 20 knots with the hull normally waterborne. With hydrofoils installed, its speed can be increased to better than 35. And that's good, for it means among other things that more speed is gained for less power

once the "take off" speed is reached.

Take a boat with the following dimensions and consider the performance comparison. Length, 50 feet; weight, 45,000 lbs. (increased to 49,000 when the foils are added); power, 1500 horsepower.

Without foils this boat can attain a top speed of 40 knots. With the foils attached the speed jumps to 60 knots. At a 40-knot speed, moreover, only 800 horsepower is used.

In the 40-50 knot speed range the hydrofoil uses about half the power required by the conventional boat. How it does it is the result of the law of aircraft wing construction.

The surface of a hydrofoil is similar in design to an aircraft wing. It

produces a lift in the water in the same manner as an airplane wing generates lift when moving through the air. Once the hull lifts from the water and the boat "takes off," friction is reduced and you can get these higher speeds.

As with all good things, there are disadvantages to hydrofoils too.

Because of water resistance before the lifting speed is reached, a hydrofoil boat requires greater power at slow speeds than a conventional type.

Like an airplane, a foil boat also has problems of stability and control. The boat must be so designed that it will "fly" in the narrow range of altitude bounded by the hull touching the water (the lower limit) and the foil breaking the surface (the upper limit). This limitation, coupled with the fact that open water is highly irregular, makes it practically impossible for a human "pilot" to fly such a craft.

Automatic controls may be one

---

**Navy's Hydrofoil Research  
Is Pointing to Craft  
With Lots of 'Git Up and Go'**

---



answer to this difficulty. By changing the angle of "bite" of the hydrofoil and hence its lifting power, the desired submerged depth of the hydrofoil can be maintained by an electrical-mechanical or hydraulic signal which measures the height of the hull above the water.

Another means of maintaining such "altitude control" is by use of surface-piercing foils. These foils are lifting surfaces that extend up through the water's surface. Any changes in speed or load, or variation in the state of sea, are taken care of as the foils either drop deeper into the water or rise out of it.

Surface-piercing foils have their drawbacks too, of course. They often create a higher drag and give a rougher ride than would be the case where automatic controls are used.

There is also the problem of operating hydrofoil-equipped craft in harbors and around piers at slow speeds. The projecting foils and struts increase the beam and length and make it awkward to maneuver in close quarters. Retractable appendages seem the obvious answer, but such additional retracting mechanism adds up to increased weight which would work against you.


For example, the amount of lift a system of foils can produce depends upon (1) the surface area of the foils, and (2) the speed of the craft.

The more weight in the boat, the more speed she must have and therefore the more foil area. The surface area of the foils must be increased in an even faster rate than the size of the hull. This soon adds up to a point of no return or at least too "expensive" a return. This limits the hydrofoils for all practical purposes to moderate-sized craft.


Propulsion presents another challenge to the Navy's hydro-experts. Since the hull of a boat rides clear of the surface, power must be transmitted to the propeller several feet below.

The connecting shafting must be long enough to penetrate several feet into the water—the exact amount depending on the power desired. This becomes a problem when the hull is water borne as there is danger of fouling the projecting screw and shafting.


These are all problems in the development of the hydrofoils. The Navy, working closely with private



**HYDROFOIL BOAT**, known as HD-4, was developed in 1919. Here, the odd-looking vessel, top speed of 68.8 knots, undergoes tests on Baddeck Bay.

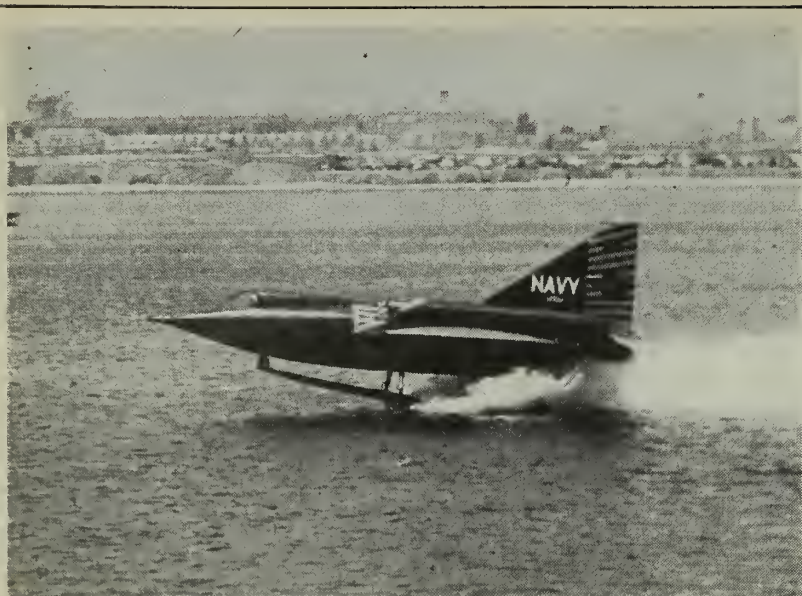


**ONE OF NAVY'S** experimental hydrofoil craft is put through her paces. Below: World War II hydrofoil boat, built by the Germans, is given series of tests.



**TOWED HYDROFOIL** craft, built for the Navy, is shown being given a tryout. Navy is now experimenting with both surface-piercing and submerged 'foils.'





HYDRO-SKIS—not hydrofoils—enable Navy's XF2Y-1 Sea Dart, the world's first delta-wing seaplane, to make smoother take-offs and landings.

## Hydro-Skis Are Different from Hydrofoils

The photograph you see shows the world's first delta-wing seaplane, the Navy's new jet fighter the XF2Y-1 *Sea Dart*, skimming the water just before take-off.

The *Sea Dart* is the first known combat-type aircraft to use retractable "hydro-skis" for improved rough-water take-off and landing performances.

The *Sea Dart* rides low in the water until power is applied. When the skis break through the surface, the *Sea Dart* points its nose skyward at a sharp angle. Two air intakes, located behind the pilot's compartment and atop the fuselage, channel air to the jet engines.

But don't confuse the hydro-skis

shown here with the hydrofoils described in the accompanying article. Although the purposes are similar (to produce a smooth ride) the ways and means are different.

Hydrofoils remain submerged just beneath the surface, holding a boat's hull completely free of the surface of the water. The foils maintain this delicate "flying range" never breaking the surface.

The hydro-skis are just what they sound like—water skis which "ride" the surface, holding the plane up by virtue of their speed alone (just as a water skier is held on the surface behind a speed boat) until take-off speed is gained and the plane becomes airborne.

firms, has been kicking these and other puzzlers around for some time. The results to date have been encouraging.

In 1947 the Navy started a research program on the hydrofoil principle under the administration of the Office of Naval Research, with the cooperation and support of the Bureau of Ships, the Bureau of Aeronautics and the National Advisory Committee on Aeronautics. Because of the similarity of foils for an airplane to foils for a boat (the same principles being used), there was much data available from years of testing aircraft foils in wind tunnels. Such data could be applied just as

well to a foil in water as to wings in the air.

Prior to 1947 there was considerable experimenting by the Swedes and Germans. A Swedish ferry using hydrofoils attained a speed of approximately 35 knots. A German hydrofoil boat constructed during World War II zoomed up to 50 knots.

A few Americans were in the act before that. In 1911, Captain W. C. Richardson, USN (Ret) and a Mr. White constructed a hydrofoil boat. The attempt didn't pan out as a usable craft.

Actually hydrofoils had their beginning way back in 1886 when a

French count named De L'Ambert first obtained a patent. He was followed by an Italian who did considerable work in hydrofoils on aircraft.

Alexander Graham Bell and his Canadian engineer, Casey Baldwin, developed a hydrofoil boat called the HD-4 in 1919.

Before them the Wright brothers experimented with the idea of hydrofoils. The idea of hydrofoils on a plane was born of the theory that water would prove a better cushion for pilot and plane if trouble developed during landings and take-offs. With the development of better engines, with their greater reliability and speed, the hydrofoils for planes were dropped.

Currently the small-boat Navy is experimenting with both surface-piercing foils and submerged foils. Surface foils ride over the water's surface while submerged foils ride well below. Surface-piercing foils are designed for automatic correction of the height of the boat above water. Submerged foils require automatic controls to prevent rise and fall of the craft. Surface-piercing foils give a rougher ride than do the fully submerged foils.

Hydrofoils may have their application in amphibious aircraft also. Aeronautical engineers are studying their application to planes for the advantages of greater speed to eliminate a long take-off. A steadier platform is also an advantage in large heavily loaded aircraft, and this plus a shorter run before becoming air-borne makes hydrofoils appealing to aviation planners.

A recent test conducted on the Patuxent River in Maryland consisted of operations with craft varying in size from relatively small boats provided with outboard motors to a 24-foot boat. Speeds up to 40-knots in waves four feet high were attained. The boats were manned by Navy crews with no prior specialized training in their operation—which speaks well for the advances made in the foil's ability to maintain the boat in a stable condition.

In spite of the problems encountered with foil-equipped boats, these early experiments by the Navy give promise of future development. Just what shape this development may take, it's hard to predict, but keep a weather eye out—you may take charge of one some day.—Howard S. Dewey, ENC (SS), USN.



# EMs Break Records at Officer Candidate School

**R**EGULAR NAVY commissions in the rank of ensign were awarded last month to 48 former warrant officers and enlisted men, making them the first group of former Fleet men to complete the Navy's fast-paced Officer Candidate School at Newport, R.I.

The group had been carefully selected for OCS from hundreds of applications submitted to BuPers under BuPers Instruction 1120.7 which opened up a new channel to a commission to career Navy EMs.

As if to prove that the inauguration of the new up-from-the-ranks program was a sound move, the former Navymen established a new academic record for an OCS class. Instructors reported that the group showed "high interest and exceptional zeal."

The new ensigns join more than 8000 other OCS graduates already serving in ships and stations in the Fleet.

Members of the class reported to Newport from ships and stations representing all branches of the Navy. Their number included four warrant officers, 20 chief petty officers and 24 petty officers first and second class.

Typical of the veteran seagoing men selected in the first group is Ensign Gordon Friedel, usn. Ensign Friedel, formerly a radarman, first class, has under his belt practical experience as a radarman aboard the destroyer *uss Harlan R. Dickson* (DD 708) and the escort destroyer *uss Conway* (DDE 507), interwoven with courses of instruction at Navy



**STRIPE** of gold was earned at OCS by Gordon W. Friedel, who previously had been a radarman first class.

radar and instructor schools and duty as an instructor.

The new ensign has reported for duty to one of the new destroyer leaders, *uss John S. McCain* (DL 3).

Twenty-six hours a week are spent in the classroom and a three-hour period each evening is set aside for study. In all matters of military administration and discipline, the Fleet officer candidates observed the same routine and regulations that governed their contemporaries from civilian life. Except for pay purposes, rates were figuratively speaking left behind when they entered OCS.

During their first week the "Integration Program Students," as they were known at the School, received the complete Officer Classification Battery Tests. When the results of these tests were tabulated, the Fleet men had earned an over-all average score approximately six points higher

than their college-graduated classmates.

"This fact was certainly a fine tribute to the abilities and self-education of these men as well as to the selection process used to pick them," says one administrator.

The courses of instruction taught the Fleet officer candidates are exactly the same as those taught their fellow students with college degrees. These subjects include all the material that an NROTC graduate gets in four years, with the single exception of the practical work on summer cruises.

The 26 hours a week formal instruction time is allotted as follows: Navigation, six hours; Naval Weapons, six; Orientation and Military Justice, four; Operations, three; Seamanship, three; Machinery and Damage Control, four. Each OCS department strives to present the officer candidate a well-rounded program.

The opportunities of this program are available to all commissioned warrant officers and enlisted personnel who can meet the qualifications and stiff selection requirements of BuPers Instruction 1120.7.

Applicants must be between the ages of 19 and 31½, be U. S. citizens, have at least 3½ years' continuous naval service and have completed two full years of college (or have passed the 2CX college-level test).

For complete details, check the ALL HANDS issues of February and December 1952.



**CANDIDATES** team up on tough navigation problem. Right: Books in hand, men from Fleet march to OCS classroom.





NETLOAD of cargo is transferred to receiving ships as other nets are loaded. Below: USS Aldebaran (AF 10) has been supplying the Fleet for 15 years.



MEMBER of cargo handling battalion directs loading of supplies. Below right: Supplies are switched from Aldebaran to USS Franklin D. Roosevelt (CVA 42).



## Reefers Feed the

THE tough job of "feeding the fleet" belongs to the refrigerator ships, or "reefers" as they are called.

Around the globe reefers transport tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour. In many cases, these supplies are delivered "on the run" and transferred at sea.

The problem of maintaining combat forces in alien waters without a shore base from which to procure the necessary food, fuel and ammunition has been largely erased with the development of improved methods of underway transfer.

Underway transfer is not new in itself, but new techniques in rigging and methods of underway transfer have increased replenishment rates. Present methods of transfer have been used for many years and the experience of personnel in using these methods, plus superior winches, booms and equipment are contributing factors to their efficiency and skill. "Reefer" men are proud of their increased tonnage-rate per hour.

Deck gangs of ships like the refrigerator store ship *uss Aldebaran* (AF 10) are familiar with several types of rigs.

The type of rig used is determined by what the receiving ship has available. For example, the "Burton method" requires the receiving ship to have a winch. Unless it is so equipped this method of transfer is out. The strength of "suspension points" also determines the type of rig—the heavier the load to be



# feet on the Run

transferred, the stronger the suspension point must be.

Next time you see a reefer in operation, take a look to see what ingenuity goes into the transfer operation, assuring you that you won't have to worry where your next steaks are coming from. Here are different methods, applicable in various types of transfer of food, supplies, and equipment.

- *The Highline method* is normally used to transfer light and medium-weight cargo between two ships underway. Wire or manila is used. On the highline rides a "trolley," with cargo hook attached, to which the load to be transferred is secured. In addition, lines from each ship are attached to the trolley so that it may be pulled back and forth on the heavy line.

The load is transferred between the ships by "tensioning" the highline (using manpower or a winch). At the same time crews are hauling in and alternately paying out on the inhaul and outhaul lines which are attached to the trolley.

- *In the Burtoning method* (similar to Yard and Stay) the delivering and receiving ships each operate a winch and wire for the transfer of loads. The receiving ship's suspension point (known as "Burton point"), wire, and winch act like an extended and movable yard of a yard and stay rig.

The delivering ship's boom, wire and winch take the part of the stay. Such a rig calls for coordinated work with expert men on the winches, because of the danger of dipping the load by slacking too much, or parting the line through failure to slack in time.

- *The Housefall method* of transferring cargo is a modified Burton Rig. In this method the delivering ship operates all transfer winches and whips, thus taking entire control of the load during transit.

A wire is led from the boom head of the delivery ship through a block attached to the Burton (suspension) point of the receiving ship. This wire is made fast to a swivel and hook to which has been previously shackled a whip leading from another boom that has been spotted over the landing area of the delivery ship.

*Aldebaran* is now perfecting a



DESTROYER receives supplies underway from member of Navy's 'reefer fleet.' Replenishment ships have got the business of re-supply at sea well in hand.

variation that will improve the Housefall method—the "*Aldebaran Rig*." Details of the rig, which is still in the developing process, are classified, but it has proved very successful with destroyers and has the much-sought-for advantages of more speed and greater safety.

Regardless of what rig is used for underway transfer, topside crews rightly take pride in their artistry. Watching these men complete an underway transfer is like watching a crack drill team go through its paces.

On board reefers like *Aldebaran*, the real labor actually begins the day before the rendezvous with the ships to be replenished. The holds are opened, booms topped up, machinery checked and cargo broken out. Chilled and frozen foods are left untouched for the time being, but dry stores are brought up to the main deck.

The day of actual underway transfer starts with Reveille at 0330. It is still dark when the men commence breaking out the chilled and frozen stores for the first vessel, which is already maneuvering alongside. With some well-organized confusion, the first lines are passed over and the rig is connected up.

Then begins the long day. Netload after netload passes between the ships, each load dancing precariously above the churning water until it is safe on the receiving ship.

On both ships, men struggle with 100-pound crates of potatoes or

heavy cartons of beef. Well-trained winchmen skillfully manipulate the traveling cargo. There is the low whine of the spinning winchdrums, the popping of the overloaded resistors, the grind of the cargo whips at the fairlead blocks and the shouts and grunts of storekeepers, boatswain's mates, and seamen.

The transfer is carefully supervised by men on both ships so that there will be no casualties due to cargo slipping from the net back into the hold or a parting whip that could slice a man in two. Occasionally a bag of flour will break, leaving a trail of white dust across the deck and into the water. Once in a while a whole netload will break loose and tumble into the thrashing sea. However, losses of this sort are rare, thanks to the skill of the topside crews in the reefer fleet.

All day long the work continues, with the reefer sometimes disgorging her provisions from both sides. As soon as one ship is replenished another one pulls alongside. There is only a short break for lunch as men are detached at intervals to go below for sandwiches, soup and coffee.

It's late at night when the last vessel pulls away. Crewmen are exhausted. Although the "Plan of the Day" says lights out at 2200 there are still the night-watches to be stood. In fact some men are still working in the holds, breaking out supplies for the next day—when they will do the whole darn thing all over again—ENS J. D. Delaney, usn.



Recalled EMs Tell What They Think—

## “Dear Admiral: In Answer to your Letter...”

“O KAY, Admiral; you want me to tell you what I think is wrong with the Navy? I’d be glad to. Now, in the first place, why don’t you...?”

Ever wish you could sit down with an admiral and tell him just what you thought about the Navy? How you got a rough deal on some of your assignments and how short-sighted the Navy was in not changing some of its operational techniques? Those examples of wastefulness and favoritism you’ve noticed and wished you could bring them to the attention of higher authorities?

Some enlisted Naval Reservists have been invited to do just that. They enjoyed the opportunity.

Disturbed by reports that many Reservists returning to civilian life after their tour of active duty were embittered by their recent experience, the commandants of several

naval districts decided that the best way to learn the source of the trouble would be to ask the Reservists themselves.

The Commandant of one Naval District, for example, recently sat down and, in a personal letter over his signature, asked each Reservist in his Naval District who had been called to active duty what he thought about it.

The Admiral described in considerable detail the objectives of the Korean struggle and the role assumed by the Navy and the men of the Naval Reserve in that conflict. He invited each Reservist to make a personal reply, to base his judgment upon his individual experiences, and to state what could best be done to improve the Navy and the nation’s security.

The Admiral asked for comments

and he got them. The Reservists of his District responded with enthusiastic frankness. No punches were pulled in their replies.

At the same time, it was apparent that most Reservists had given a great deal of careful thought to the problems presented by the Commandant. A study of the first hundred letters shows almost without exception that the criticisms they had to offer were motivated by a sincere desire to help improve Navy standards and performance.

Again, it was apparent that each writer was deeply touched and appreciative of the fact that an admiral had taken the trouble to ask his opinion. Even those who were frankly caustic or bitter concerning their Navy experience expressed their warm friendliness toward the Admiral.

The reply of one Reservist illustrates this attitude:

“As to the performance of the Navy you mentioned—you were the first commissioned officer to take the time to point out and evaluate these accomplishments for me. Most of these matters were never mentioned and I had assumed that they were of a top secret nature. I think the cause of many men leaving the service is that the Navy has never been able to make the men believe they had a part in the accomplishments you have brought to our attention.”

“Do you think the enlisted men serving at Guam, Kwajalein, Midway, Alaska, Hawaii and bases in Japan know of these things? Do you think they can honestly feel that they had a part in this conflict?”

“Thank you for writing and I believe if other officers would follow your example, we would have a better Navy.”

Another bluntly told the Admiral he would have no part of the Navy or Naval Reserve in the future, then concluded:

“If sometimes you yourself happen to be down this way, drop in. This is wonderful hunting and fishing country. I’m sure you would enjoy yourself.”

It was apparent that writing letters of this nature was a new and difficult experience for many. Nevertheless, they took the time and trouble to tell the Admiral how they felt.

OUTBREAK of Korean conflict meant orders to active duty for many Naval Reservists. Here, Navymen en route to Korea board USS *Sitkoh Bay* (CVE 86).





"I hope you don't mind this short letter, Admiral," said one rancher. "But I must close for now as I have to get up at five A. M., and don't get through until eight or nine at night. Feeding a thousand head of cattle and hogs keeps me pretty busy."

"Now the day of days, the dreams are finally true. The time I can tell an admiral just what is wrong with the Navy. So here goes..." began another.

In general, most complaints centered about the apparent inequities of the recall program. Some Reservists felt they were called to active duty needlessly.

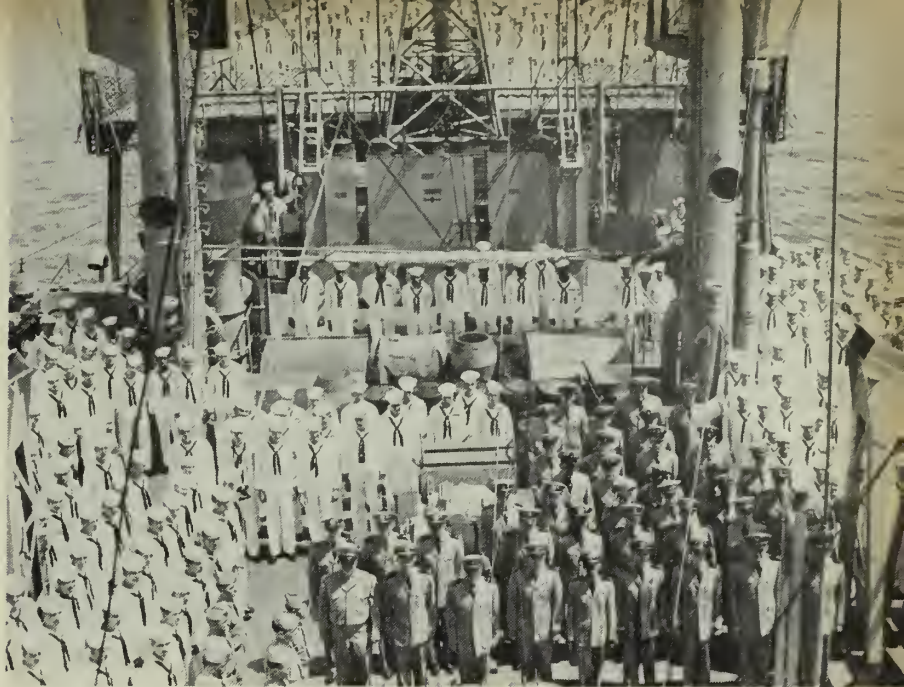
"The Naval Reserve program was doomed by the manner in which men were called up, without due regard to hardship conditions and especially the need for their particular specialty," said one Reservist who is now a newspaper man. "When we enlisted in the Reserve it was understood that we would not be called back to active duty short of a national emergency. This was not the case."

"In regard to the Naval Reserve," commented another Reservist, "I, like many others in the petty officer group, will not join the Reserve again because we do not want to interrupt our civilian jobs and our families again. After all, we are not getting any younger and it is hard to get settled after a tour of active duty."

Said another Reservist: "Were everyone else in the country treated likewise, none of us, I am sure, would have complained, but to see ourselves discriminated against at the expense of our families and personal fortunes while others in exactly similar circumstances were not called—that left a bitter taste in our mouths."

"I hope," he continued, "with all my heart and soul that you and other honest professional men in the service will do your utmost to see that such an occasion does not arise again, but if it does I'm afraid you will have to count on others than myself and many old Reserves for your manpower."

Why was I called and my next door neighbor left at home? the Reservists wanted to know. Why was I, a World War II veteran, called before a person with no previous service? Why were some volunteer personnel called and some organized



IN TIME OF WAR, Navy calls on its skilled Reservists to help carry out its mission. In national emergencies, Reservists serve in many billets.

personnel left at home? Why were high school and college boys deferred, yet I was required to leave an important job, at heavy financial sacrifice to my family, and go?

There's no doubt that many Reservists have a good point here, and the commandant is one of the first to agree with them. This is what he had to say to the men who asked such questions:

"You were called to active duty because the Navy desperately needed men of your particular talents and abilities. If you are an ET3 and your services are greatly needed by the Navy, it helps no one, not even you, to call to active duty your next door neighbor who happens to be a non-rated man or who holds a rating not in urgent demand at the moment."

"The Korean emergency came swiftly and it followed a period of extreme economy within the Regular service. Ships were undermanned, and the energy of everyone on board was directed to the maintenance and operational requirements, with little time for the indoctrination of junior officers and petty officers on Reserve matters or the Reserve viewpoint."

"There was little time to prepare a workable plan for inducting the Reserves into the service. This was responsible for many petty annoyances that could have been avoided."

A case in point was that of an aviation machinist's mate who was recalled to fill an important billet at a naval air station in the Pacific. While awaiting transportation, he was required to cut grass on several occasions and, although this was a temporary duty which lasted for a short period and his ultimate duties were important ones, it made a lasting impression upon him.

"Also, Reservists were not brought to active duty in an all-out mobilization but, instead, under a recall system of rates needed. This was a completely new system and it was, at first, impossible to inform those who were recalled of the length of time that they would remain on active duty."

"Within a short time after the beginning of the Korean conflict, it was possible to establish a definite recall program. Since that time, the Navy has given all personnel to be recalled to the service a minimum of four months' advance notice."

"There was also, I believe, a lack of preparation of the Reserves for active duty. There had been much emphasis on the personal advantages of Reserve membership, but little concerning the responsibilities inherent in that membership."

"I wish to point out as clearly as I can that I feel that you and others in your category have more than done your duty to your country."





NAVAL AIR RESERVE received high praises for its work during recent conflict. Half the patrol squadrons in Korea were activated Reserve squadrons.

"But, if you do not put faith in the law that has been passed for your protection that makes it illegal to recall personnel in your category except in an all out emergency declared by the Congress; and if you keep clear of the Naval Reserve program, the knowledge and skill that you have acquired through the years, and more important, the attitudes of discipline and morals which are second nature to you but strange to new personnel, will be lost.

"We will have to rely on less capable hands to pass these important qualities on to the new generation of Naval Reservists. The Reserve will consequently suffer and the Navy, which relies more and more on the Reserve, will also suffer."

Some Reservists came to much the same conclusion before they heard from the Admiral. This is what an AOUI had to say:

"I have always liked the Navy and thought that compared with the other services it was well run and treated its men very well. Of course, I was somewhat surprised at the way the Reserves were called in for the Korean deal. I was called in September 1950 with only a nine-day notice and was slightly mad about it, but after giving the matter some thought I could see the Navy's viewpoint. They did the best they could in such an emergency. I also thought that the system for releasing Reserves was fairly good."

"There are some things that I do not like about the Navy but they

are only petty and minor," he concluded.

Some Reservists were able to view their tour of active duty with mixed feelings.

"I would like to suggest delegating additional authority to personnel connected with claims for reimbursement—20 copies of orders now necessary—ridiculous!" snorted one.

"On the other hand," he added, "I desire to express my satisfaction with the steps taken in the past few years toward bettering the life of the enlisted man and the tendency toward crediting him with more intelligence. I believe there is more officer material in the enlisted ranks than is recognized."

Despite the Admiral's frank invitation for criticism, many Reservists had nothing but praise for their experience.

"I am sorry that I neglected to answer your letter sooner," said one man. "I appreciate your interest in improving the performance of the Navy and I sincerely believe it would be a lot better if more officers took the same interest as you... We went over on the *USS Antietam* and they were doing a good job over there, hitting the enemy day and night. This part of the Navy I liked and *Antietam* is a good ship and had a good captain. I don't think they come much better."

Some Reservists revealed themselves as true philosophers in their replies.

"After the nice letter I received

from you following my bitter note I feel compelled to both acknowledge it and resolve to help in every way that I can from here on," said one.

"I was bitter when I first got home—with problems, confusion, no job, etc.," he continued. "But I got busy at once and in less than a week from my release to inactive duty I had two immediate good jobs to choose from. Besides, I am grateful to the Navy for many things and you can bet on me putting in a good word for the Navy to all the young fellows with prospects of military service."

"The biggest faults found in the Navy, I noted," he concluded, "are the most common faults of men everywhere."

Many were bluntly realistic in their approach to the problem of improving the Navy.

• "Adequate instructions would help a great deal with so many inexperienced men operating these small boats... The priming lines to the bilge pumps should be altered in all the boats, as it is in some, from the top of the exhaust manifold to the bottom of the exhaust manifold."

• "Your request for suggestions to improve the Navy in its performance is a high compliment to me, but I feel that if naval policies were most religiously followed there would be little room for improvement."

• "I would be back in the Reserves right now if it were not for the paper work that they want from an instructor. It is impossible for a teacher to keep up an adequate training program, and prepare all the forms, lesson plans, check books issued, check tools issued, and still teach a class in two hours. Heaven knows there is little enough time to get these youngsters ready, if we really get in war."

• "I'll be back if they need me, but no more police actions."

• "I very definitely feel that a 21-year-old Annapolis graduate does not have the judgment necessary for a commission. I would send successful Academy candidates to the fleet for one or two years of experience and the resulting understanding. The Navy is advancing along this line but I hope the practice continues to grow."

• "Communications personnel should be trained more specifically and for longer periods."

• "I want to praise highly the Navy's program for preserving her



ships in the 'mothball fleet.' We found at the outbreak of Korea how important it was to move men and materials rapidly. The Navy deserves considerable praise in her forethought on the mothball fleet.

- "At the time, I was not thoroughly in accord with the recall program of the Reserves, however, it was clear after understanding somewhat the necessity for immediate trained personnel."

- "I believe that the boot camp training should be stricter. More classes should be held on work and activities aboard ship pertaining to those of general quarters and such. These are very important for there are many men whose lives depend on each other. The carelessness of one man could cost the lives of hundreds of men and their ship."

- "Under the present rules, seamen and petty officers are allowed too much freedom."

- "In selecting men for different trades aboard ship I believe that more care should be taken in selecting their jobs. I notice that a large amount of men who have little education are far better able to handle some jobs than men with a college education. The Navy doesn't seem to take this into consideration."

- "I think the Navy is too lax in their training of new men in regard to discipline. On the other hand, I think the new methods of training in schools and particularly at sea, on their own ships, are very good."

- "I feel that I made no personal sacrifices or endured any hardships other than those normally incurred in a lifetime," commented one Reservist who, at the same time, felt that the Reserve training program was taken too casually by too many members.

That's a brief summary of what Reservists of one Naval District have to say about their tour of active duty. It can be assumed that they represent, to a large extent, the thinking of Reservists throughout the country who have also been released from active duty.

There's no doubt that some Reservists feel they have been unjustly treated. Some say they were recalled to active duty upon unreasonably short notice; the abilities of others were not employed as effectively as they might have been; some felt that their lives were disrupted without sufficient cause.

Others felt, as Reservists, a call

to active duty was to be expected.

What does this survey mean?

In the first place, the suggestions and comments made by these veterans are not wasted. Action has been taken on each one. Proposals of a local nature were acted upon on the local level; those concerning policy have been forwarded to cognizant sources in the Navy Department; operational suggestions were presented to the applicable bureaus. Where specific complaints were made, the activity involved was informed and an explanation was requested.

What else has been done?

During the Korean conflict, the Navy took these steps:

It has progressively provided for a more orderly system of recall to active duty (that's one of the reasons for the establishment of the Ready, Standby and Retired Reserve categories). As rapidly as possible, the Navy established a system of recall that called for approximately four months' advance notice. And after the most urgent needs for per-



READY TO GO on short notice, mothballed landing ships lie nested in berthing area at end of World War II.

sonnel in the recall program were met, the Navy quickly arranged its schedule so that only Reservists in pay grades E-1, E-2 and E-3 would be involuntarily ordered to active duty.

In other words, as soon as possible, the Navy went from an "involuntary" recall program to a "voluntary" recall program.

It wasn't a 100 per cent smooth operation but, considering the requirements, the program was well handled.

What about future emergencies? This is determined more clearly than ever before by your status in the Reserve.

As stated in ALL HANDS, August 1953, page 48, all Reservists are now placed in one of three broad categories—Ready, Standby and Retired. These designations are used primarily to indicate their vulnerability for recall to active duty.

If you're a Ready Reservist, you'll be liable for mobilization: 1) When the President proclaims a national emergency; 2) When Congress declares a national emergency or war; or 3) When otherwise authorized by law.

As a member of the Standby Reserve, you will be less liable for recall to active duty. A Standby Reservist may be mobilized only when Congress declares a national emergency or war, or when otherwise authorized by law.

If you're placed in the Retired Reserve, you'll have the same mobilization liability as a man in the Standby and may be recalled to active duty under the same conditions if qualified.

What does the Reservist get in return for his membership? The Navy offers the Reservist:

- Equitable and generous promotion and advancement opportunities both while on active or inactive duty.

- A constructive training program, with or without pay.

- A retirement plan that compares favorably with any in the country; one which enables the Reservist to retire at the age of 60 after 20 years satisfactory service on active or inactive duty.

- And most important, although this factor is often overlooked, your membership in the Naval Reserve is a protection to you and your family—it helps to protect *your* way of life.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. NORTHEAST COMMAND, established 1 Oct 1950, is a unified organization consisting mainly of a group of airfields—outside the United States—from which aircraft can operate in the defense of the north-eastern part of our hemisphere.

The Northeast Air Command is the principal component of USNEC, and the installations in the command, each of which is located on either Canadian or Danish territory, are chiefly NEAC operations. There are three bases in Newfoundland—Pepperell Air Force Base, near the city of St. Johns, capital of Newfoundland; McAndrew Air Force Base, 90 miles southwest of St. Johns; and Ernest Harmon Air Force Base, on the southwest side of Newfoundland. Canadian-owned and operated Goose Bay Air Base is in Labrador. It is located at the southwest end of Lake Melville, about 130 miles inland from the Labrador coast.

There are also three bases in Greenland—Thule, near the northernmost extremity of Greenland; Sondrestrom Air Base, approximately 400 miles above the southern tip of Greenland and about 100 miles inland on the west coast; and Narsarssuak Air Base, about 90 miles inland on the extreme southwest tip of Greenland.

Then there's Fletcher's Ice Island, known as T-3, an oddity of polar geography that floats some 200-250 miles from the North Pole. The island constitutes an outpost for the Eighth Air Weather Squadron. American forces occupy and operate from these bases as welcome and invited guests of the foreign governments.

One major mission of the Command is to maintain and operate air bases, communications and weather facilities, navigational aids, radar equipment and air rescue services. The second is to defend, in coordina-



PILOT, in training at Air Force Flight Test Center, checks his notes after making a test flight in F-86 jet.



REFUELING IN FLIGHT—Air Force's B-47 Stratojet Bomber is refueled by KC-97A Strato-freighter during test flight.

tion with Canadian and Danish forces, all USNEC installations against attack.

The U. S. Air Force plays an important role in the USNEC. There is no Navy component in the command, but the USNEC staff does include Navy officers who assist in planning. The Army is also represented on the integrated staff.

★ ★ ★

THE U. S. COAST GUARD conducts a complete examination once-a-year of U. S. merchant vessels to insure maintenance of safety standards. The annual going-over includes inspection of the hull, machinery, fire-fighting, lifesaving and emergency equipment as well as a check of carrying capacity and personnel proficiency.

The inspection usually takes place while the vessel is alongside a pier. The ship may be ordered to get underway, however, to test the propelling machinery, steering gear, etc. During a ship's annual inspection, she usually undergoes her required once-a-year dry-dock examination.

To ships that pass the inspection, the Coast Guard issues a Certificate of Inspection verifying compliance with the minimum safety standards of national law, and a Safety Certificate indicating compliance with the provisions of the 1948 Convention of Safety of Life at Sea. In addition to the annual inspection, the Coast Guard re-inspects the ships, every three months, to see that standards are being maintained.

★ ★ ★

THE AIR NATIONAL GUARD is receiving 200 jet trainers and fighters from the Air Force, thus getting the long-range program of converting the Guard to jet aircraft well underway. The Air Force program eventually calls for equipping all tactical Air National Guard squadrons with jet aircraft.

At the beginning of the Korean war, 19 Air Guard squadrons were completely jet-equipped. However, 16 of these were ordered to active service. When the units returned to state control, the jet aircraft of the Air Guard were retained by the Air Force.

Jet pilot training at Guard bases is being facilitated by the use of the C-11 Jet Instrument Flight Trainer. The new electronic devices, housed in seven-ton trailers, simulate every phase of jet flight transition training.

A LIGHTWEIGHT MAINTENANCE SHELTER for military vehicles has been developed for the Quartermaster Research and Development Division of the Army.

Resembling a Quonset hut in shape, the new shelter is 66 feet long, 21 feet wide and 15 feet high at its center. It consists of arched magnesium alloy frame sections over which is permanently fastened a canvas covering, complete with plastic skylights and portholes. The shelter is made up of five sections, each of which folds down into a handy package, 4 feet by 10 feet by 15 feet deep. Total packaged weight, including insulating blankets for use in sub-zero areas, is 4100 pounds. Without its insulating blanket, the shelter weighs only 2620 pounds.

Its light weight makes it easier to move the shelter by truck or airplane from one field position to another. It requires only eight men eight hours to erect.

The shelter has "buggy top" doors, hinged so they open from the bottom. When open, they can accommodate the largest Army tank. The doors can be opened or closed in one minute by a man operating a small hand-powered winch built into the framework of the shelter. Because the ends of the shelter taper toward the ground, they offer less wind resistance than conventional rectangular shaped shelters. Wind tunnel tests have proved the shelter can withstand wind velocities of 80 mph and gusts up to 100 mph.

★ ★ ★

AIR FORCE'S FIRST "FLYING REPAIR SHOP," designed for fast on-the-spot maintenance of complex aircraft systems, is now in use in Korea. This flying trailer heralds a money- and time-saving concept of "fix it in the field," the Air Force says.

The airborne repair shop is actually a fully-equipped 26-foot trailer which can be loaded aboard a transport plane in 30 minutes and whisked to a trouble spot. In an emergency, the flying van can put a bombed-out maintenance depot back in business in two hours — a process which would normally take weeks. In addition, 60 to 80 per cent of the gun sights now returned to the U. S. for maintenance can be restored to top working condition within hours by the airborne trailer.

The first model — designed specifically for the repair of F-84 and F-86 gun sights — will be followed by several others. Each one will be designed to repair intricate systems whose maintenance in the field is normally hampered by lack of equipment and technical specialists.

Similar flying workshops were used during World War II, but were attached to individual squadrons and provided only routine, general maintenance. The new plan marks first Air Force use of a specialized, roving maintenance trailer. It will be used, however, to supplement present field-level maintenance operations, not to replace them, the Air Force points out.

★ ★ ★

A NEW PSYCHOLOGICAL WARFARE COMPANY, the Army's first, has been activated at Fort Bragg, N.C. The new unit is designed to conduct psychological operations to assist Civil Affairs and Military Government with the occupation of captured or liberated territory.

Basically, the program is aimed at helping to recondition the thinking and the attitudes of a civilian popu-

lation in an area occupied by United Nations forces. Later the program will take the trend of a longer range re-education, preparatory to final occupation by UN civilian government agencies.

The new company is composed of specially-trained officers and enlisted men with experience and training in radio, newspapers, movies, advertising and other information media fields. The company would operate by sending out teams of from three to nine officers and enlisted men into liberated or occupied areas to supervise and control the rehabilitation and operation of all information media available to occupation forces.

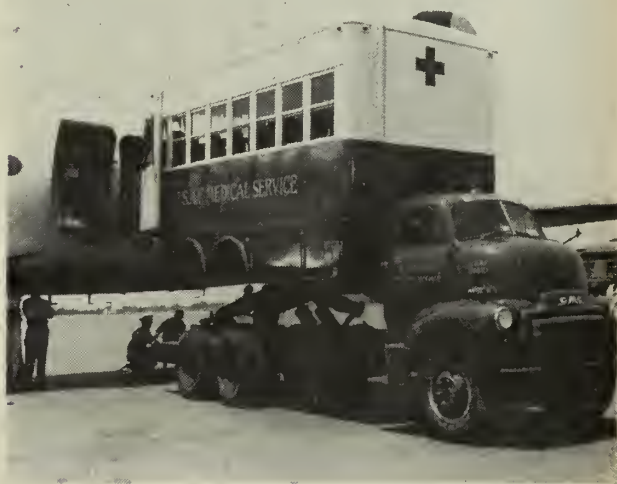
★ ★ ★

A JOINT U. S.-CANADIAN investigation of the most probable source of Arctic ice islands has been put into operation on the Ellesmere Ice Shelf, off the northwest coast of Ellesmere Island.

Two Canadian scientists were the first in the group to reach the Arctic, along with an Eskimo sled driver and 10 dogs, all being airlifted by the U. S. Air Force. They are conducting preliminary studies in preparation for a full-scale expedition scheduled for next Spring. Their work consists mostly of making ground reconnaissance of the area and surveying marker points to establish how the ice shelf moves and grows.

The Ellesmere Ice Shelf is a sheet of ice about 10 to 15 miles wide and 100 to 200 feet thick.

The purpose of the expedition is to correlate the physical features of the Ellesmere Ice Shelf with those of the famous Fletcher's Island, the floating ice island near the North Pole, where the U. S. Air Force has its northernmost weather and Arctic research data station. This comparison is being made to determine if the ice islands originate from the ice shelf. They are also establishing the rate of growth of the ice shelf and, from this growth, possibly predict future break-offs that might form similar islands. The Army's Snow, Ice, and Permafrost Establishment is participating in the investigation, along with the Air Research and Development Command of the Air Force.



'HIGH LIFT' ambulance, built for Air Force, carries 16 litters, will speed up plane-to-hospital movements.



# LETTERS TO THE EDITOR

## Quals for Lower Rates Apply to You

SIR: Upon reviewing the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev.) I note that typing is not indicated for personnel competing for advancement to YNC. Is this an error or is it considered that you should know it by that time?—F.L.F., YN1, USN.

• The preface to the *Manual of Qualifications for Advancement in Rating* states that "personnel in all higher pay grades are responsible for and must possess the qualifications prescribed in the applicable rates column for the lower rates in a rating." Therefore personnel competing for advancement to YNC must successfully complete the typing portion of the examination.—ED.

## G.I. Training at Two Schools

SIR: I want to take training under the Korean G.I. Bill but the only way that I can reach my goal is to take courses in two different schools at the same time. Would this be possible to do? V.C.B., SK2, USNR.

• Yes. Concurrent enrollment and attendance at two schools is permitted under circumstances such as yours. However, you will need monthly certifications of training from each of the schools you attend.—ED.

## How to Change Rate

SIR: Is it possible for me to have my rating of SKG (General Storekeeper) changed to SKT (Technical Storekeeper). I was assigned the SKG rating when I enlisted in the Naval Reserve and I now have the Navy Job Classification No. SK-2801 (storekeeper, supervisor). I completed the Class "C" Storekeepers School (spare parts).

Can this rating change be made on the commanding officer's order, or must it be done by BuPers?—O.O.O., SKG1, USNR.

• Commanding officers are authorized by Art. C-7213, BuPers Manual to make changes in rate under certain circumstances, in cases of personnel in pay grades E-2 and E-3 without referring to the Chief of Naval Personnel.

In your case, (pay grade E-6) the commanding officer may make recommendation for change of rating from SKG1 to SKT1 by following the procedure outlined in BuPers Inst. 1440.5 (23 Dec 1952)—ED.

This section is open to unofficial communications from within the nava service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Rules of the Road in Exams

SIR: Will questions on Rules of the Road in the forthcoming examination for Chief Quartermaster to be held in February 1954 be based on the new revised Regulations for Preventing Collision at Sea (to go into effect January 1954), or will they be based on the present Rules of the Road?—H.L.B., QM1, USN.

• Examination items concerned with the Rules of the Road will be based on the revised rules in accordance with the following schedule:

Active duty personnel—Commencing with the February 1954 servicewide competitive examinations.

Inactive Reserve personnel — Commencing with Series D(1954) examinations. For pay grade E-7 the tests will be administered subsequent to March 1954. For pay grades E-4, E-5 and E-6, they will be administered subsequent to August 1954.—ED.

## Saluting Colors Indoors

SIR: Should a formation of men inside a hangar—when Colors are being held in full view through the open doors—come to attention and salute.—N.S.R., AMC, USN.

• You have to use your own good judgment on that, Chief.

If, for example, you were working around in the hangar, the doors were open and Colors were being held directly in front of you, you would be perfectly correct to come to attention and render honors to the flag.

Say a couple of visitors were standing nearby and noticed that although honors were being rendered at the flagstaff, you and others just inside the hangar doors were skylarking and paying no attention to the ceremony. It could create a bad impression with them.

In general, however, the rule-of-thumb you undoubtedly have in mind, that as long as you are "not exposed" or under an overhead or roof, you do not salute is correct.

Just bear in mind that there are times when it is better to pay your respects like everyone else.—ED.

## Leadership Marks

SIR: Is it the intention of BuPers to change Art. C-7821(7)(d) to conform with the pay grades established by the Career Compensation Act of 1949, or is it now a policy to enter leadership marks only for first class and chief petty officers? The article in the current BuPers Manual (page 182, change No. 3), reads: "Leadership—Required for all personnel except those in pay grade 5 or below. Enter for excepted grades when appropriate."—G.R.L., YN2, USN.

• Art. C-7821(7)(d) was corrected by Change No. 8, dated 14 Apr 1953 and distributed about 10 June 1953. The corrected article requires leadership marks to be assigned only to personnel in pay grades E-4 and above. The reference to pay grade 5 in the old article refers to the pay grade numbering system in use prior to the Career Compensation Act and it was an oversight not to change reference to pay grade 5 to the new pay grade E-3.—ED.

## Separation Centers

SIR: There is discussion in this ship concerning application of Art. C-10201 of BuPers Manual and BuPers Inst. 1900.1A. Our question is: Can a man serving on board a ship which does not have separation facilities be transferred on his own request to any of the separation activities listed in the BuPers directive, when the ship is closer to a separation activity than the one requested?

For example, the man's home is near Great Lakes, Ill., and the ship is near Norfolk, Va. Could this man request transfer to Great Lakes for separation?—L.A.D., YN3, USN.

• Not normally. Art. C-10201 provides that personnel becoming eligible for separation while serving in ships shall be transferred to the Naval Receiving Station, Naval Training Station or Naval Training Center within the continental limits of the U.S., whichever is nearest the duty station or port of debarkation, for separation.—ED.

## Lump Sum Payment Question

SIR: I have an NSLI policy and I have named my wife as beneficiary to receive the money in a lump sum upon my death. Will she be bound by that condition or may she choose to receive the money in monthly installments?—T.J.S., FT1, USN.

• She will have the choice of accepting the money in a lump sum or of receiving it on a monthly installment basis under one of three different installment options.—ED.



Storekeeper

2801 (storekeeper, supervisor). I completed the Class "C" Storekeepers School (spare parts).

Can this rating change be made on the commanding officer's order, or must it be done by BuPers?—O.O.O., SKG1, USNR.

• Commanding officers are authorized by Art. C-7213, BuPers Manual to make changes in rate under certain circumstances, in cases of personnel in pay grades E-2 and E-3 without referring to the Chief of Naval Personnel.

In your case, (pay grade E-6) the commanding officer may make recommendation for change of rating from SKG1 to SKT1 by following the procedure outlined in BuPers Inst. 1440.5 (23 Dec 1952)—ED.



### Temporary, Permanent I.D. Cards

SIR: BuPers Inst. 1085.5 authorizes the issuance of temporary I.D. cards stating that an unlaminated, unphotographed Armed Forces I.D. card will be used with the entry "Temporary Card" in the space provided for the photograph. In the interests of conservation, why can't this same card be used by having a photograph applied to it and the card laminated, instead of preparing a new I.D. card and destroying the temporary one?—R.E.S., PN1, USN.

• *The temporary identification cards differ from the permanent cards in that they are unlaminated and have no photograph attached. The words "Temporary Card" are entered in the space provided for the photograph and an early expiration date (not the expiration of the man's enlistment) is entered in the space provided on the front.*

Your recommendation that these same cards be used by attaching a photograph and laminating them, implies that the expiration date of the temporary card will be entered in the space provided for the photograph, while the usual expiration of enlistment date is entered in the space where the temporary date now goes.

If this were done and the card should fall into unauthorized hands, another person's photograph could be attached, which would cover the temporary date, and lamination completed by a commercial firm. This card would then appear to observers as a valid Armed Forces Identification Card.

The entry of the early expiration date prevents such a possibility. Also, since the permanent card is printed on forge-proof paper, any attempt to alter it can be easily noticed.—Ed.

### How Pea-Coats Got Their Name

SIR: Could you tell me how the Pea-Coat acquired its name?—R.J.K., YNTS, USN.

• *We printed as much as we know on this subject in ALL HANDS, March 1951, p. 48. Here are the facts according to available information:*

For more than 200 years the heavy top-coat worn in cold weather by seafaring men has been called a "pea-coat" or "pea-jacket," names familiarly given the present-day overcoat worn by naval enlisted men below the grade of chief petty officer.

Although the exact derivation of the term "pea-coat" or "pea-jacket" is obscure, one of the most plausible explanations is that the coats once were tailored from pilot cloth, a coarse, stout kind of twilled blue woolen cloth with a nap on one side. The cloth sometimes was called "p-cloth," for the initial letter of the word, and the garment made from it became known as a "p-jacket"—later "pea-jacket," a term we find in use from 1723 on.

### A Note on Safety at Sea

SIR: After reading your "Rules of Road Help Keep Sealanes Safe," in the March issue of ALL HANDS I was of the opinion that further articles along that line would be appreciated. Among my personal collection of material on shiphandling and navigation is a short report I have prepared which may be of interest to others serving at sea, as follows:

There is a situation, often encountered at sea, which admits of two general methods of handling. Both would avoid collision but one would ease and relieve the tension of the situation so completely that it may well be called the "Courtesy Turn." It may involve only a moderate increase in the change made in the course, and hardly any loss of distance. It is widely practised by the professional seaman.

Assume ship A is steaming north at 15 knots and sights ship B about 35° on the starboard bow at 12 miles range with the bearing steady and the range closing. A collision situation exists with ship B the privileged vessel.

By plotting successive ranges and bearings on a maneuvering board, the course and speed of ship B can be determined. She is found to be on course 270° T and making a speed of 10 knots.

Ship A determines that some maneuver on her part is required and that clearing ship B by two miles will be satisfactory. Again using the relative movement plot, it is found that a change of course from 000° T to 015° T will provide the desired clearance, or a reduction of speed to 10 knots will accomplish the same result.

Ship B, however, sees no particular reason for changing course or speed at that distance from ship A, but realizes that if she holds on she must continue to hold on with both course and speed, as required by the Rules of the Road, to permit ship A to make a safe maneuver. Ship B holds on and as the range decreases, becomes ever more anxious (a) that ship A will make a maneuver and (b) that the maneuver once made will be adequate. The course change by ship A to course 015° T may or

may not be apparent by observation from ship B, but would show up as a gradually changing bearing and as a gradual change of direction of the relative movement line on the plotting board.

If ship A were to make the speed reduction, this could not be detected by observation but would appear as a gradually changing bearing or as a change in the direction of relative movement. Thus, it is only by careful observation, careful bearing taking and a careful relative movement plot that ship B is assured that ship A has maneuvered and that her movement is adequate.

It is possible, however, for ship A to make a larger change of course, if there is plenty of sea room and the situation is not involved with other shipping and, if this turn is sufficient to place the bearing of ship B on the port bow of ship A by approximately 10°, the appreciation of the situation by ship B will be full and complete, and much relieved. Now it is obvious that ship A is heading across astern of ship B and such a course, if held, cannot possibly involve a collision. The change of direction of range lights and the change of visible side lights are readily apparent at night and the realignment of the masts is usually apparent in the daytime.

At some later point, it is possible for ship A to ease gradually around to her original course but always keeping ship B at least 10° on the port bow and never permitting the line of relative movement to come closer than two miles to ship B.

Every shiphandler, when once the recipient of such a "Courtesy Turn," should be convinced of its simplicity and effectiveness, and should himself make use of it whenever conditions permit. — CDR H. W. Dusenberre, USN, USS Tappahannock (AO 43).

• *Every nighttime watchstander will recognize the merit of the "Courtesy Turn" and applaud any ship that uses it. The "Courtesy Turn" is also applicable to small craft and boats. Similar contributions to ALL HANDS on shiphandling techniques or methods of insuring greater safety at sea are invited.—Ed.*

### Captured Midget Subs

SIR: What became of the midget Japanese submarines we captured in the early part of the war? — J.A.S., YNSN, USN.

• *Two of the midget submarines the U.S. captured are at the Submarine Base at Pearl Harbor. The hulk of one of them was used as fill-in material for the foundation of one of the piers and the other is on display alongside one of the torpedo shops.—Ed.*

There also is the version that "pea-coat" is derived from an old Dutch word variously spelled "py," "pie" and "pii" and applied in the 1400s to a coarse, thick, stout, woolen cloth or felt and the coat garment made from it.

Today's overcoat is made of Kersey cloth which takes its name from Kersey Village in Suffolk, England, where a kind of coarse and ribbed woolen was manufactured as early as the 13th Century.—Ed.



### Travel Allowance on Retirement

SIR: In the near future I will be transferred to the Fleet Reserve and inactive duty. Will I be paid travel money to the place of my last reenlistment or can I be paid for travel to a place of selection as my home? Whichever is the case, will I be paid in advance or must I submit a claim for reimbursement? — H.G.H., BMC, USN.

• In the case of a transfer to the Fleet Reserve and release from active duty, you are entitled to travel and transportation allowances from the place of transfer and release to the place you select as your home. For travel in the U.S. you will receive mileage at the rate of six cents a mile. This is payable only upon completion of the travel.

You present your travel and transfer orders to the nearest naval activity disbursing office for reimbursement. If the home you select is outside the continental limits of the U.S., transportation in kind (government transportation if available, otherwise commercial) will be provided from the appropriate port of embarkation to your home.—Ed.

### Pamphlets on Living Conditions

SIR: In a recent issue of ALL HANDS, an article was published on duty at various overseas shore stations and covered such items as housing, living conditions, climate and shipping of personal effects. Would it be possible to obtain a pamphlet on duty at the Naval Base, Guantanamo Bay, Cuba?—P.V.H., EN1 (SS), USN.

• Yes. Pamphlets are available not only on Guantanamo Bay, Cuba, but also on the following places: Adak and Kodiak, Alaska; American Samoa; Azores; Bermuda; Brazil; Trinidad, B.W.I.; France; French Morocco; Formosa; Germany; London; Greece; Guam; Saipan; Hawaii; Naples and Rome, Italy; Japan; Johnston Island; Kwajalein; Newfoundland; Panama, Canal Zone; Philippine Islands; Puerto Rico; and Ankara, Turkey.

To obtain one, you should write to the Chief of Naval Personnel (Attn: Pers-G212) Navy Department, Washington 25, D. C.—Ed.

### Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

USS Belleau Wood (CVL 24)—

There is a limited supply of copies of the Belleau Wood World War II story, entitled "Flight Quarters," available. Many officers and enlisted men who left the ship before the book was published did not receive their copy, despite efforts made to locate them. "Flight Quarters" will be sent to former members upon request and on a "first come, first served" basis. Address requests to Commander San Francisco Group, Pacific Reserve Fleet, San Francisco Naval Shipyard, San Francisco 24, Calif.

### Limiting Paydays

SIR: While our ship is underway for long periods of time the commanding officer restricts our paydays to \$15 per man. Many questions have been raised as to the legality of this action.

What is the authority, if any, of the captain to limit paydays?—J. A. O. SKC USNR.

• The skipper's authority is based on BuSandA Manual, para. 54630-1, which states: "In accordance with Art. 1924, Navy Regulations, payments of amounts due officers and enlisted members will be made only in such amounts and at such times as will be directed in writing by the commanding officer."—Ed.

### Am I Eligible for Recruiting Duty?

SIR: I am presently doing a tour of shore duty and would like to know if it is possible for me to request recruiting duty?—A.R.C., YN1, USN.

• It is not the policy of the Bureau to transfer personnel to recruiting duty who are serving on other shore duty.

Current replacements for personnel on recruiting duty are being obtained from the list maintained in the Bureau of individuals qualified in accordance with BuPers Inst. 1306.20A.—Ed.

### Dividends Pay Premiums on NSLI

SIR: I have a National Service Life Insurance term policy, and I've decided to leave my dividend money with the VA to pay premiums that I might miss. What will VA do if my term insurance expires and I do not take action to renew and pay the premium myself?—H.H.M., JO1, USNR.

• At the end of the term period of five years, the Veterans Administration will pay the premium required for renewing your term policy out of your dividend credit—unless you write to the VA office which handles your insurance file and request otherwise before the present term policy expires.—Ed.

### Saluting by Working Parties

SIR: Is it required to salute the National Ensign when crossing the quarter deck on a working party or departing or returning from an athletic event?—P. E. G., YN2, USN.

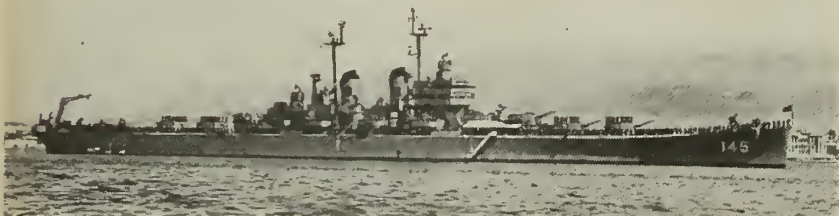
• Men in formation salute the National flag when passing over the side but do not salute the officer of the deck. This applies to working parties, recreation parties, visiting parties, etc. The petty officer or man in charge of the formation salutes the officer of the deck. If members of an athletic team or working party are uncovered, they face the National Ensign at attention and then proceed. If members of an athletic team or working party are covered, regardless of the type of headgear worn, and hands are free, they salute the National Ensign and then proceed.—Ed.

### Half-masting Ensigns

SIR: Do ships of the U.S. Navy ever display the National Ensign at half-mast in mourning a foreign dignitary? Last Spring, when Queen Mother Mary of England died, our ship was at anchor in Japan. Upon receiving orders to get underway our QM closed the ensign and a discussion developed in the quartermaster gang as to whether the ensign should stay at the dip or be closed up while underway during the mourning period.—R.G.L., QM3, USN.

• The answer to your question is found in Art. 2189 of Navy Regs. "In a foreign place, or when in company with a foreign ship, when a national anniversary or solemnity is being observed by foreign port authorities or a foreign warship, a ship of the Navy shall, upon official invitation, follow the example of the foreign authority or warship in full-dressing or dressing ship, firing salutes, and half-masting ensigns." In the case of your ship's ensign it should have been half-masted.

Other occasions on which U.S. Navy vessels half-mast the ensign are spelled out in Arts. 2185, 2187, 2191 and 2193.—Ed.



USS ROANOKE (CL 145), with colors half-masted, pays tribute to late Queen Mother of England, while crew mans the rail honoring visiting Greek Royalty.



## Naval Aviation Observer

SIR: (1) Prior to World War II, I was commissioned an ensign, USNR, and designated a Naval Aviation Observer. Naval Navigator wings were authorized. Are they still regulation or do the Naval Aviation Observer wings take their place?

(2) Since release to inactive duty I have been transferred to the CEC. Does this affect my right to wear these wings?

(3) Does a special letter of commendation from the Chief of Naval Personnel entitle me to the Reserve Special Commendation Ribbon? — A.M.A., LT (JG), USNR.

• (1) During World War II officers designated Naval Aviation Observers (Navigation) were authorized to wear a distinct insignia specifically prescribed for them. In 1947 this insignia was abolished and officers designated as naval aviation observers were authorized to wear the insignia prescribed for all naval aviation observers. This is the insignia shown in Uniform Regulations, 1951, p. 2-27.

(2) You are authorized to wear this insignia and to wear it until specifically revoked regardless of what branch of the naval service you are serving in now or what duty you are performing.

(3) A special letter of commendation from the Chief of Naval Personnel does not constitute a basis for the award of the Reserve Special Commendation Ribbon. See Section 24 of NavPers 15790.—Ed.

## Merchant Marine Reserve Officers

SIR: Could you give me some information concerning an Officer Designator of 1108? I know this is given only to Merchant Marine Reserve officers and I believe it also places a limitation on their duties. I'm a licensed Engineer in the Merchant Marine Reserve currently serving in the Navy but I'm spending most of my time on deck as JOOD or CIC Watch Officer. — W.L.T., ENS, USNR.

• By definition, the fourth digit "8" of the Officer Designator Code states: "An officer of the Naval Reserve who was formerly of the Merchant Marine Reserve." An 1108 officer is an unrestricted line officer who is expected to perform general line assignments. There is no limitation placed on the duties to which he may be assigned.

Officer personnel assignments are based primarily on the needs of the Naval Service. Valuable experience can be, and is, gained by junior officers who stand deck watches, CIC watches and communications watches, even though they are basically engineering officers. It follows that an engineering officer will be more valuable as an engineering officer if he also has deck experience.—Ed.



USS NEVADA (BB 36), commissioned 11 Mar 1916, was first oil-burning battleship in the U. S. Navy. She was guinea pig during the Bikini atomic tests.

## Nothing Figured or Fancy

SIR: Navy Uniform Regulations state that black and tan (khaki) socks shall be of plain knitted material, undecorated. Does this regulation imply that socks with ribs are decorated?—F.W.B., LCDR, USN.

• In describing socks in the Uniform Regulations, the word "plain" was used in the sense that they should not be ornamental. Socks with or without ribs would be considered regulation provided they are, in general, conventional and not figured or fancy to any degree.—Ed.

## Conversion of Post-Korea NSLI

SIR: I'm a Korean veteran with a service-connected disability and I'm thinking of taking out a post-service NSLI policy. Can I convert this policy later to a permanent plan of G.I. insurance? M.B.L., YN2, USNR.

• There are two types of term policies available to post-Korea veterans. One is primarily for the non-disabled and is not convertible. The other is only for the disabled and is convertible. If you get the latter, you may convert it to a permanent plan later.—Ed.

## End Date for Occupation Ribbon

SIR: I have a question for which the men here would like to have an answer: What is the latest date before which one must have served in Japan to rate the Navy Occupation Medal? — J.P.G., FN, USN.

• To be eligible for the Navy Occupation Service Medal with "Asia Clasp," you must have served in the occupied territories of Japan between 2 Sept 1945 and the termination date of 27 April 1952. Other regulations for eligibility can be found in Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15790 Rev.), p. 150.—Ed.



## Gallant BB First to Burn Oil

SIR: When was the USS Nevada (BB 36) built, what fuel did she use and was she ever a coal burner?—J.S.R., Ex-MM2, USN.

• USS Nevada (BB 36) was built by the Fore River Ship Building Corporation, Fore River, Massachusetts. The keel was laid on 4 November 1912 and she was launched on 11 July 1914. She was the first oil-burning battleship in the U.S. Navy when commissioned on 11 March 1916 at the Charleston Navy Yard, S. C.

Nevada was damaged during the Japanese attack on Pearl Harbor. However she was able to get underway and was grounded to prevent blocking the harbor channel. Subsequently she was repaired and somewhat modernized. She served in the South Pacific during the remainder of World War II.

Later she participated as one of the guinea-pig vessels in the Bikini atomic tests. Months later, she was sent to the bottom while serving as a target vessel to surface, sub-surface and aircraft teams off the Pacific Coast.—Ed.

## Half a Century of Service

SIR: Here in the commissioned officers' mess we were having a discussion about what officer had the longest period of active service, now living and retired.

I've had a good bit but probably several have more. I enlisted 3 Jan 1896 as apprentice seaman third class and worked up through the rates to GMC, and through the ranks from gunner to lieutenant commander. I retired 16 Oct 1946 with 50 years, nine months of active service.

Is this information available?—A.A., LCDR, USN (Ret.)

• There are no official statistics on which officer, living, retired, or deceased, has had the most active service. However, ALL HANDS, May 1953, p. 39, tells of the 54 years' continuous active naval service of Captain Albert S. Freedman, SC, USN (Ret). He retired last spring.

Your service, although not a record, is way up there.—Ed.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Torpedo Squadron 85* — *uss Shangri La* (CV 38)—Former pilots, aircrewmembers and ground crew personnel will hold their first squadron reunion, 14, 15 and 16 May 1954, at Chicago, Ill. For details, contact Fred Coffee, 2524 Carlton Court, Fort Wayne, Ind.

• *uss Leedstown Survivors Association*—The annual reunion dinner will be held 7 Nov 1953. All survivors of *uss Leedstown* (AP 73) may make reservations with Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• *V-12 Unit at Cape Girardeau, Mo.*—A reunion of the V-12 Unit at Cape Girardeau, Mo., will be held, together with the "51" Club of Southern Missouri State College and all Navymen in the area, at the College's annual homecoming, 23 and 24 Oct 1953. Reservations may be made with President Parker, Southern Missouri State College, Cape Girardeau, Mo., or Dr. Richard V. Morrissey, Wayne University, Detroit 1, Mich.

• *uss SC 632* — All hands who

are interested in a reunion around the middle of November 1953, contact Martin J. Hansberry, 11 Beacon St., Boston 8, Mass.

• *uss PC 1247*—Men who served in this ship from 1943 to 1945 and are interested in holding a reunion, please contact Fred Ribero, GM2, USN, 2nd Division, *uss Wasp* (CVA 18), c/o Fleet Post Office, New York, N. Y.

• *Task Group 22.3* composed of *uss Guadalcanal* (CVE 60), *uss Pillsbury* (DE 133), *uss Chatelain* (DE 149), *uss Flaherty* (DE 135), *uss Pope* (DE 134) and *uss Jenks* (DE 665)—Those who were aboard ships of this Task Group in June 1944, at the time of the capture of the submarine U-505, are asked to contact the U-505 Committee, Chicago, Ill. The committee is anxious to hear from all members of the boarding parties, and from all men who served in the six ships, now living in the Chicago area. Rear Admiral D. V. Gallery, Chief of Naval Air Reserve Training, U. S. Naval Air Station, Glenview, Ill., is acting as liaison with the U-505 Committee. Plans are being made to have as many Navymen on hand as possible when the U-505 arrives in Chicago as an exhibit commemorating the capture of an enemy man o' war on the high seas.

## Hunting and Fishing Licenses

SIR: Is there a government bureau that will issue a permit to any serviceman which would authorize him to hunt or fish without a state license, anywhere in the U. S.?—H. A. W., ACL, USN.

• *The Federal Government has no jurisdiction over the issuance or non-issuance of permits for members of the Armed Services to hunt or fish within any of the several states. Some states do issue permits to servicemen for hunting and fishing without requiring that they purchase the state license ordinarily required for such. However, since no comprehensive compilation of the states issuing such permits is available, it is suggested that you write to the State Fish and Game Commissioner at the state capital in the particular state in which you are serving.*—Ed.

## Movie Selectors

SIR: On our ship we have been having a discussion concerning showing movies. Who selects the movies to be shown every night—the officers or the enlisted men?—J. W. W., PN3, USN.

• *There is no hard and fast rule for picking out the movie. Different ships work it different ways.*

For example, some ships list the movies by the number carried in the ALL HANDS monthly list of movies. Other ships leave the selection to the Enlisted Recreation Committee while at least one ship picks a "Guest Chooser" each day, a sailor who has the right to pick out any film on board to be shown.

Our suggestion is that if you feel it might be done a different way aboard your ship, the place to take your suggestion is to your Enlisted Recreation Committee (see article on ERC, ALL HANDS, June 1953).—Ed.

## No NATO Ribbon

SIR: My ship, *uss Ammen* (DD 527) has participated in NATO operations *Mainbrace* and *Longstep*. We were also attached to NATO forces. Has any

NATO ribbon been authorized by the U.S. Navy?—J.J.O., ENS., USN.

• *No NATO ribbon has been authorized and informed sources state that none is under consideration.*—Ed.

...how to send ALL HANDS to the folks at home

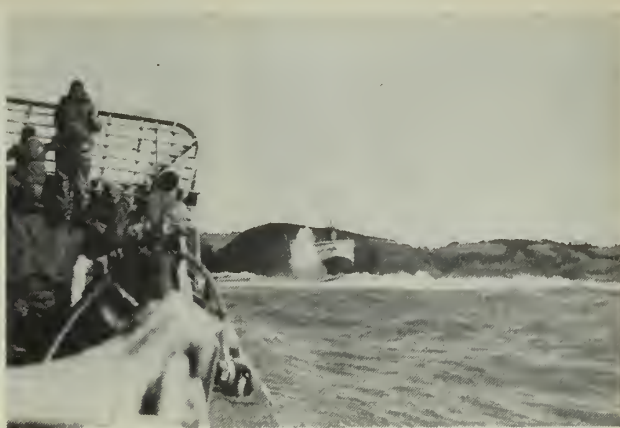
Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



HUGE WAVE starts to break over superstructure of Kongo Maru. Right: LCM from Clymer nears stricken ship.

## USS George Clymer Lends Helping Hand in Emergencies

Picking up a back issue of *ALL HANDS*, a Navy officer read the article about how Navy ships stand ready at all times to come to the aid of vessels or aircraft of any nation in times of distress ("Away Fire and Rescue Party!" in the May 1953 issue).

One of the ships cited in the article was the troop transport *USS George Clymer* (APA 27) which had been among the vessels rendering aid when a blaze broke out aboard the merchant freighter *ss President Pierce* off the coast of Japan some time ago.

The article told how in this instance the firefighting party from *Clymer* fought the stubborn fire for six hours.

The writer of the letter goes on to say that the ship's Fire and Rescue Party had participated in two other major fire-fighting and rescue details during the ship's operations in the Far East. Here's his report:

"The first instance occurred about July 1951. *Clymer* was anchored in the outer harbor at Pusan, Korea. About 1200 a rapidly increasing fire was sighted on the adjacent beach.

"The fire party was called away and proceeded to the beach. One of the several buildings of a Korean war orphan's home was burning and was at the point of spreading to the adjacent buildings of the orphanage.

"The fire party proceeded to assist in removing the children from the burning building, fought the fire and wet down adjacent buildings to prevent the flames from spreading.

"The second instance occurred in the autumn of 1951. *Clymer* was in the storm anchorage at Sasebo, Japan, riding out a typhoon.

"About 0900, on this particular Sunday morning, the ship was ordered to get underway and attempt to rescue approximately 450 military personnel aboard an MSTC-leased Japanese ship, the *Kongo Maru*.

"This ship operated between Pusan and Sasebo and made a cargo and passenger run each night. But now she was aground on an island about 40 miles from Sasebo.

"We arrived on the scene at the very height of a typhoon.

"With the storm kicking up in

this fashion we were unable to do anything so we picked our courses and speeds for our own safety and steamed in the vicinity until the late afternoon of the following day when the wind and seas abated somewhat.

"Despite the hazard of putting the boats over at this stage, we lowered two LCMs and put a rescue party aboard *Kongo Maru*. The survivors were transferred to *Clymer* while our damage control parties worked on the Japanese ship. They did an excellent piece of work, incidentally, particularly our LCM coxswains, both of whom later received commendations.

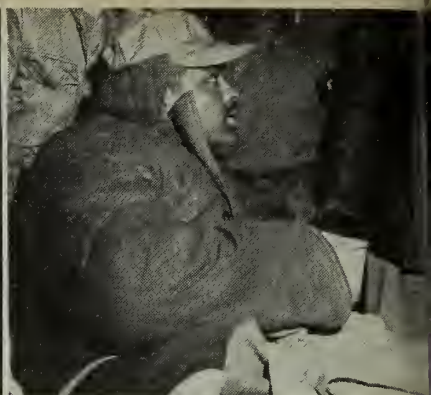
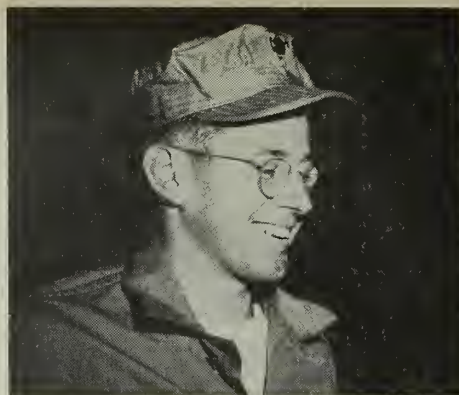
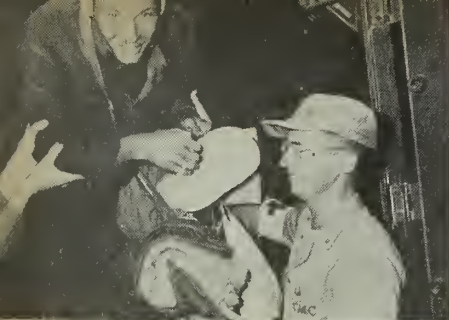
"Here are a few photographs taken during the rescue which you might feel are newsworthy."—LCDR Ernest C. Meyers, USN.

• *Thanks for your interesting footnote to our story on the part the Navy plays in lending a helping hand on the high seas.*—ED.

RESCUE-BENT USS Geo. Clymer (APA 27) is shown at Sasebo. Right: Troops go over the side of grounded Kongo Maru for transfer to Clymer.







## Navy and Marine Prisoner

**"W**E'RE going home!" This thought brought grins to the faces of the hundreds of repatriated prisoners of war.

After months of imprisonment — which stretched into more than two years for some POWs — the signing of the Korean truce facilitated the return of these men. "Operation Little Switch" became in effect "Operation Big Switch."

Thus members of the Navy and Marine Corps began to travel the long road home, along with Army, Air Force, and other UN servicemen.

As they streamed into Freedom Village, the returnees were clad in outfits provided by the Chinese at the communist "switch point" at Panmunjom — blue-quilted overcoats, Chinese uniforms and sneakers.

It didn't take long for the ex-POWs to climb into fresh uniforms. Navy white hats and GI shoes were a welcome sight to these men.

Welcome, also, was the first cup of stateside coffee they'd had in many a month.

Here are photographs of some of the repatriated sailors and marines, starting at the upper left corner:

Zacheus A. Smith, Jr., HM3, USN, grins broadly as he climbs out of an ambulance at Freedom Village, clutching a new Navy white hat.

Ensign Marvin S. Broomhead, USN, (second from top, at left) first Navy pilot to be returned by the Communists, waves a cheery greeting from the helicopter that flew him from Freedom Village to Seoul, Korea, en route home. ENS Broomhead, a pilot with Fighter Squadron 194 operating from USS *Valley Forge* (CVA 45), was captured after two attempts to rescue him via helicopter had failed.

Thomas A. Schedell, HM3, USN

(third from top, at left) is another grinning ex-POW. He's shown relaxing in the UN receiving tent at Freedom Village.

Chaplain Leo F. Rice, LCDR, USN, administers communion to returning POW George M. Neal, ADAN, USN, (fourth from top, at left). Neal, a helicopter crewman, was captured by the communists when his aircraft was shot down while on a pilot-rescue mission over North Korea.

Eddie P. Vidil, USMC, (bottom left) grins happily at the repatriation center. Except for fatigue cap, he's still wearing communist-issued clothes.

Marine PFC Lions E. Peterson, (second from left, above) also wears a grin as he tries on new fatigues.

Alberto Pizarro Baez, PVT, USMC, (third from left, above) chats about prison camp life shortly after he was repatriated. Baez brought back

**TRIBUTE**—While *Panther* jets rest on catapults, officers and men of USS







## of War Return to Free Life

samples of canned Chinese food which UN prisoners had been fed.

Marine PFC Marvin L. Brown (fourth from left, above) gets a light from Navy Corpsman David H. Green at a POW processing center.

Alfred P. Graham, PFC, USMC, (fifth from left, above) relaxes in a tent at Freedom Village shortly after his repatriation. His "crew" haircut has grown a bit long during his imprisonment.

Billy R. Penn, HM2, USN, (top right) tries on a brand new Navy hat in Freedom Village. "It's great to be wearing this white hat," Penn said. The 20-year-old corpsman was captured when he, another corpsman, T. H. Waddill, HM3, USN, (see below), and 20 marines were isolated in a cave during the Vegas Hill action.

The first Navyman to be repatriated in "Operation Big Switch" was

Boxer (CVA 21) bow their heads in services for men who died in Korea.



Jess McElroy, AO3, USNR, (second from top, at right). His happy grin reveals a couple of missing teeth — combat "casualties."

Shortly after repatriation, Thomas H. Waddill, HM3, USN, (third from top, at right) is given communion by Chaplain E. Vaughn Lyons, LCDR, USN, in Freedom Village. He and Penn (see above) were serving with the Fifth Regiment of the First Marine Division.

Returnee Francisco Gonzales, PFC, USMC, (fourth from top, at right) is given medicine aboard USS *Consolation* (AH 15) by William H. Phillips, HM3, USN.

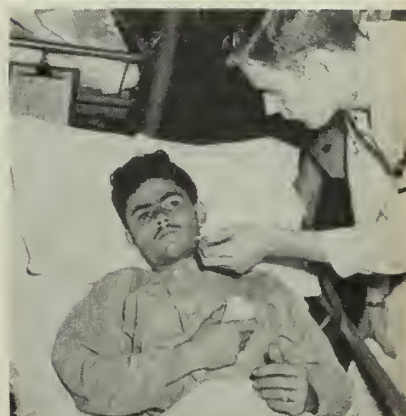
Another marine, PFC Salomon Padilla, (bottom right) "rediscovers" ice cream at the POW processing center, Freedom Village. Colonel Albert F. Metze, USMC, commanding officer of Freedom Village, is the onlooker.

Following is a breakdown of American casualties in the Korean conflict, as released by the Department of Defense just before this issue of ALL HANDS went to press:

Total number of deaths (includes those who were killed in action, died of wounds, or are missing in action and known dead): Army, 20,903; Navy, 393; Marine Corps, 3764; Air Force, 544.

Total wounded in action (medical records indicate that of the wounded, 85 per cent have been returned to duty): Army, 78,253; Navy, 1575; Marine Corps, 23,617; Air Force, 47.

Total missing in action (includes those listed as "current captured" and "current missing"): Army, 9,121; Navy, 103; Marine Corps, 639; Air Force, 885. Some 2433 men, previously reported captured or missing by the armed forces, had since been returned to military control.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**RIDING THE WAVES**—Men of Marine reconnaissance test new nine-man nylon-hulled boat. It can be propelled either by oars or an outboard motor.

## Fast New Boat Has Nylon Hull

The Marine Corps has unveiled a speedy, new-type boat designed for reconnaissance, rescue and transportation of small units of troops. The boats will be manufactured in two sizes, a four-man and nine-man size.

The new boats are "stepless, planing hulls" and can be propelled either with oars or by an outboard motor.

The hull is made of nylon fabric, compartmented into nine deck tubes and two gunwale tubes. Inside each compartment is a buoyancy tube made of nylon fabric coated on the inside with neoprene. Cut-off valves isolate the individual buoyancy tubes, preventing loss of air pressure in other tubes, should one tube be punctured by gunfire. Punctured tubes can be repaired or replaced while the boat is underway.

Both boats can be easily and quickly inflated either by the carbon dioxide cylinder that comes with each boat or by a hand pump.

The four-man boat is 14-ft. 2-in. in length and can carry a capacity load of 1100 pounds. Deflated, it weighs only 95 pounds.

The nine-man boat weighs 142 pounds deflated, and inflated it has a length of 18-ft. 6-in. Its carrying

capacity is 2450 pounds. It has a speed of 12 knots when fully loaded and a top speed of 20 knots when light.

With a capacity load, either of the boats can be landed or launched through six-foot-high waves, negotiate rough seas and cross streams with currents up to nine feet per second.

When collapsed for storage purposes, the craft is fungus-resisting and is able to retain its strength and elasticity in temperatures ranging from 20 degrees below zero to 125 degrees above zero. In order that the boats can be transported in carriers such as jeeps, helicopters or submarines, the over-all deflated size is small enough to allow it to be passed through a hatch opening 25 inches in diameter.

## Nine New Master Jet Fields

The Navy's nine new master jet fields will be 55 per cent completed by next July 1954.

The jet air stations will provide land bases for the Navy's atomic age airplanes. The fields will be NAS Miramar, Calif.; NAS Oceana, Virginia Beach, Va.; MCAS Cherry Point, N. C.; NAS Cecil Field, Jacksonville, Fla.; MCAS Miami, Fla.; MCAS El Toro, Santa Ana, Calif.; NAS Moffet Field, Calif.; NAS Whidbey Island, Oak Harbor, Wash.; and NAS Brunswick, Maine.

Each master jet field is linked to two major "satellite" fields and as many as six minor fields that can be used for training and emergencies.

Four aircraft carrier groups, a total of 400 planes, can be handled at each master field. The master fields will have two runways each 8000 feet long and 200 feet wide capable of withstanding the landing of planes weighing 100,000 lbs. or more.

Each major satellite field will include the "bare minimum" facilities—adequate runways, flight control tower, briefing room, aircraft maintenance facilities and room for a small operating force of four or five officers and 50 enlisted men.

The master fields with complete facilities will be used to provide home bases ashore for aircraft carrier groups that are relieved from sea duty and sent ashore for refresher training overhauls and new equipment.

Presently the Navy is trying to get outlying fields where it can conduct air maneuvers and other training away from populated areas where the high intensity sound from the jet engines annoys residents.

## YESTERDAY'S NAVY



Marine Corps set up on temporary basis 10 Nov 1775. *uss Maine* which carried side armor 12 inches thick was launched 18

Nov 1890. German fleet surrendered to U. S., British naval vessels, 21 Nov 1918.

## NOVEMBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



## Bin Loading Is Faster, Cheaper

An innovation in supply techniques, which will save money and speed the loading of ordnance spare parts aboard destroyer tenders, has been developed by the Ordnance Stock Office, Mechanicsburg, Pa. The new technique has been put into operation at the Bayonne Naval Supply Depot.

Known as consolidated bin loading, the method provides for the loading of spares in full supply quantities, already stocked in bins and drawers complete with business machine record cards.

Previously the spares had been loaded aboard ship in metal boxes. Getting an individual part meant that the correct box had to be located, separated from others, and a search made for the part inside the box.

The consolidated bin loading of the *uss Cascade* (AD 16), the first tender to undergo the conversion, was accomplished in 16 hours at the Bayonne Depot. Since then, the loading time at the Depot has been reduced to six hours.

The new system has also been found to enable one storkeeper seaman to do the work which formerly occupied up to six or more men. With the loading of the *uss Sierra* (AD 18) at the Bayonne Naval Supply Depot recently, all Atlantic Fleet destroyer tenders were converted to the new system. The same method is being adapted to sub tender loading and later may be used with other types of supply material.

## Non-Work Day Meal Schedule

NAS Jacksonville, Fla., is the latest station to add "brunch" to its non-working day meal schedules. This means that sailors may now sleep in on holidays and still get a late breakfast.

"Brunch" combines breakfast and lunch and offers fruits and juices, eggs and bacon, hot cakes, lunch steaks, potatoes and sweets such as pecan rolls or Danish pastries.

This innovation has not only become popular with the men but the Supply Department at NAS Jax reports that it saves approximately \$3000 a month in operating costs.

The savings are derived from serving only two meals instead of three on holidays when the average person either sleeps in late or is on liberty.



**SPEEDIER, cheaper 'bin loading' method of replenishing spare parts is now used by all Atlantic Fleet ADs.**

## Fleet Task Force Exercises

Task Force 12, a force of 14 destroyers, four submarines, two destroyer tenders, two cruisers, an aircraft carrier and a fleet oiler, participated in the largest and longest cruiser-destroyer training exercise held in the Pacific Fleet since World War II.

The exercise is the second to be conducted this year by the cruiser-destroyer force. It was designed to train new personnel in cruiser and destroyer battle tactics.

The task force exercised in a series of fleet problems along the entire West Coast.

## 'Super-Connies' for VRS

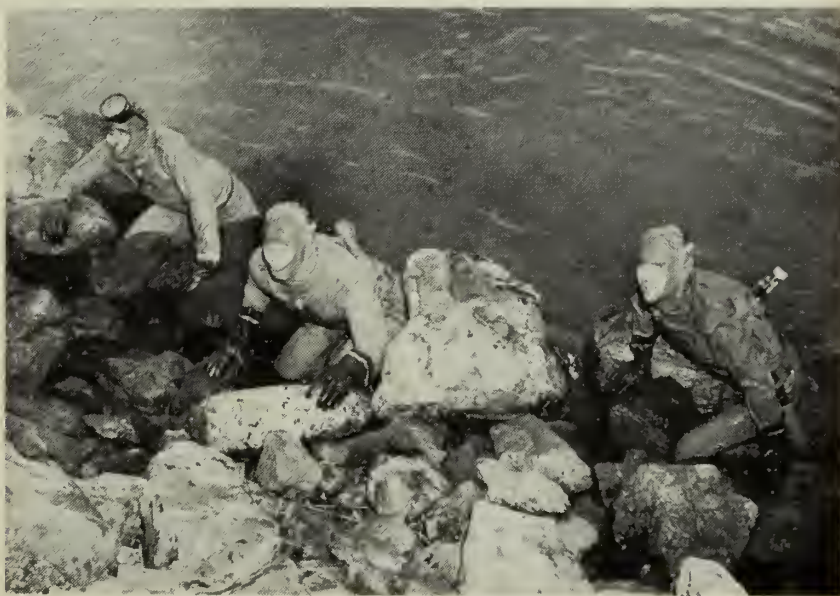
The first of the new R7V-1 *Super Constellations* were put into service this month by two Navy air transport squadrons.

The giant, four-engined *Super Connies* were first received by VR-1 and VR-8 about two months ago. During the past two months, Navy flight crews have been training in the operation of the planes, and planes and crews will soon join in regularly scheduled MATS flights.

The *Super Connies* have the familiar "dolphin" lines and three-fin tail arrangement of the original *Constellations*. The new aircraft, however, is 18 feet longer, exceeding two railroad box cars in length. Its huge wing, if stood up on end, would be higher than a ten-story building.

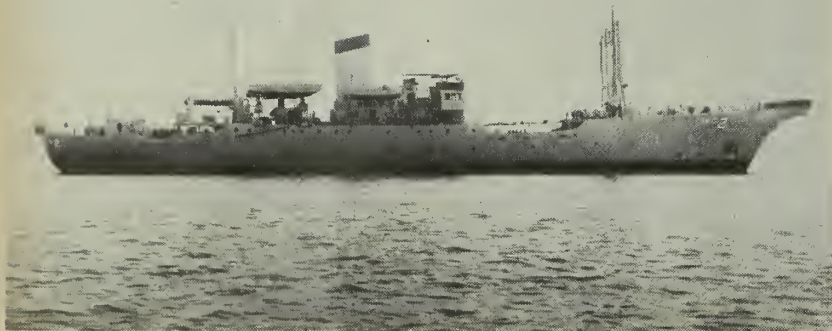
The R7V-1s will be capable of setting new speed records. Its four turbo-compound engines are equivalent to six of the power plants that drove the first *Constellation* when it was first introduced ten years ago. With a total of 13,000 horsepower compared to 8800 horsepower of the original *Constellation*, the new Navy plane will be able to cruise at better than 340 miles per hour.

As a personnel carrier, the aircraft can carry 97 passengers. When converted to the litter arrangement for "air evac" purposes, the plane can carry 67 litter patients. Or it can be rigged to carry combination loads of cargo and passengers.



**EXPERT SWIMMERS** make up underwater demolition teams. Here, UDT members emerge from San Francisco Bay after three-mile 'practice' swim.





USS NEPTUNE (ARC 2) was recently commissioned as a cable laying vessel. The new Navy ship displaces nearly 4000 tons light, has a speed of 14 knots.

### They Keep the Fleet Well Oiled

Life on a Fleet oiler in the forward area may be a pretty routine affair, but there is nothing slow-moving about it.

If you don't believe it, ask anyone of the "salts" on board *uss Mispillion* (AO 105). The ship, now back in the States after three tours in the Korean area, spent 30 out of the last 36 months serving the fighting Fleet.

This is not a story of dramatic or heroic battle action, but an account of just one of the Navy's dependable and faithful ship's serving "the line," manned by 15 officers and 249 men.

*Mispillion* makes no claim to bombardments, combat missions or daring commando raids. She sets an example, however, of the logistics work done by the "replenisher" ships of the Service Fleets. Her motto is, "If we got it, you can have it," and her record shows that these are not empty words to the ships and men of Task Forces in the Pacific. She carries a main cargo of black fuel oil for thirsty boilers, but she is also ready to answer the call for provisions, candy or movies.

During her last tour the oiler delivered to other ships 437,000 barrels of fuel oil, 45,000 barrels of aviation gasoline, in addition to serving as a transport for passengers and purveyor of tons of mail and other supplies.

The ship was called upon to do her part in sea rescues too.

During routine operations last March near Kaohsiung, Formosa, her alert lookouts sighted a survivor of the ill-fated Chinese merchant

ship, *Lien Shiung*. She put about and spent the rest of the day searching the area with *uss Whidbey* (AG 141) and two Navy patrol planes. *Mispillion* picked up 14 survivors and 27 bodies.

*Mispillion* was named for Mispillion River in the state of Delaware. This is in accordance with the Navy's custom of naming Fleet oilers after rivers in the U. S. She was commissioned 29 Dec 1945.

—LT J. E. Gallaway, USNR.

### Randolph Returns to Fleet

After six years of idleness in the Atlantic Reserve Fleet, *USS Randolph* (CVA 15) has returned to active duty. Her recommissioning took place 1 July at Norfolk Naval Shipyard, the same yard where she was originally commissioned in October 1944.

*Randolph* was constructed at Newport News, Va., as the seventh in the line of *Essex*-class carriers. She is the second to carry the name of Peyton Randolph, soldier and statesman of colonial Virginia. The first *Randolph*, a 32-gun frigate was destroyed in 1778 in an engagement with a 64-gun British man-o-war. As a World War II carrier she set records for fierce activity in a short career during the Pacific campaigns of Ulithi, Iwo Jima, Okinawa and the early strikes against Japan.

It was at Ulithi later that *Randolph* was heavily damaged by a Japanese suicide plane which struck her fantail, killing 25 men and wounding 106. By the time she was 10 months old more than 10,000 fighter, bomber and torpedo plane landings had been made on her flight deck.

### Sound 'Boots and Saddles'

Down Puerto Rico way the U.S. Marines have the "horse situation" well in hand. However, for a while it looked as if horses might replace horsepower so far as the Marines were concerned.

It seems that horses from nearby farms were freely roaming about on the landing strip hindering flight maneuvers and giving Marine pilots the old "horse laugh" every time they tried to land or take-off.

Finally, when the airstrip began to look like a Texas ranch an urgent call went out for infantry Marines trained in horsemanship.

One of the volunteers to come forth was Private First Class Leonard Bluebird, USMC, descendant of a great Sioux chieftain.

"Chief Bluebird" with his knowledge of Indian lore turned to and with a coiled lasso roped a few mares from the herd for the volunteers to ride.

Then after equipping the mares with improvised Indian bridles, "Chief Bluebird" and the Marines turned cavalymen rounded-up the stray horses and cleared the runway.

### New "Med" Recreation Center

Bluejackets in Naples, Italy, and members of other United States and NATO armed forces will find a new recreation center in the USO club now open in the heart of the city.

The new off-duty social spot is one of over 250 USO activities spread throughout the world and is supported by the voluntary contributions of the American people, raised in "Red Feather" and other united campaigns.

Typical of the USO "Home-away-from-home," the new club offers service personnel all the facilities of the modern recreation center.

The main deck—the "men's Lounge"—has showers and clean-up facilities. The basement has an auxiliary snack bar, dancing area and game room, complete with ping pong tables, writing room and library.

Altogether, about 300 persons can enjoy the club nightly without overcrowding.

Natural barriers of language and custom sometimes make it difficult for servicemen to meet people of other lands freely, but the USO's overseas program—as exemplified in the club at Naples—helps to surmount these barriers and create an atmosphere of international friendship.



IS THIS 'The Thing'? No, it's the wheel on tailpiece of an outboard propulsion unit, in raised position.

### Snow Runway "Can Do"

A runway made of compacted snow was recently constructed by nine Navy Seabees at an Arctic site not far from the North Pole. The project, a joint Navy-Air Force mission, was to test a new construction technique.

The novel snow-packing equipment the Seabees used was developed by the Navy Civil Engineering and Evaluation Laboratory at Port Hueneme, Calif.

Before being transported to the site of the operation by ski-equipped Air Force C-47s, the Seabees received six weeks' training in the assembling of the equipment at Air Force Base in the Far North.

The equipment was airlifted to the location. Fuel and other supplies were ski-landed.

Work on the snow runway began the last of March. Two months later, an airstrip one mile long and 150 feet wide had been constructed. The job was performed "by compacting virgin snow without the use of admixtures." More than that the Navy isn't saying.

Take-offs were made from the strip by ski-equipped planes which could not under normal power become airborne off virgin snow without the use of JATO. The Seabees continued compacting the snow and by early June, the runway was sufficiently strong to hold up under the strain of standing and taxiing by wheeled aircraft.

After these critical tests, landings and take-offs were made by certain types of wheeled cargo aircraft.

Ski-equipped planes have long been used in the Polar regions. But wheeled aircraft are something else again.

### Periscope Improvement

Streamlined periscopes for submarines will allow submarines approaching a kill to move in faster with less chance for detection by screening units.

Experiments conducted at the David Taylor Model Basin revealed that streaming periscopes cuts down the tell-tale splashing plume of the "up" scope while traveling at fast speeds. More important, it also eliminates the vibration which creates a dancing target for the skipper while he is making complicated computations for firing the torpedoes.

The streamlining consists of a metal fairing which is a hydrofoil section similar to that of an airplane wing. This is topped by a "deplumer" which is an extension of the fairing pierced with slotted holes to swallow the spray and wake.

Late in World War II, the Germans made an attempt at eliminating periscope vibration by wrapping the scope with cables in an attempt to change the cylindrical shape of the scope.

The new fairing is installed on most of our modernized subs.

### 'Copters Land on Mt. McKinley

For the first time in ship construction a completely assembled helicopter landing platform was lifted and fitted into position in one piece on the fantail of a ship, *uss Mount McKinley* (AGC 7).

The giant crane at Mare Island Naval Shipyard, Vallejo, Calif., turned the trick, revolving slowly on its roller path as the structure was lowered onto the ship's waiting supports.

Mare Island yardmen said it was just another routine job, despite the fact that the crane's burden weighed 45 tons, measured more than 70 feet long and was about 50 feet wide.

Helicopter landing decks previously installed on amphibious force flagships of the Pacific Fleet had been assembled on the ship, section by section. *Mount McKinley's* 'copter platform was prefabricated in three sections and the sections joined together on the pier. The complete flight deck was then lifted into place.

The platform was complete when installed—even lifelines and wooden decks were already in place. Beneath the flight deck the electric lighting system had been installed and was ready for immediate use.

### Statement of Admiral Carney On Assuming Job as CNO

As he stepped into office as the Navy's new Chief of Naval Operations, Admiral Robert E. Carney, USN, took the occasion to voice his concern over the fall-off in competition for appointments in the Navy and the decline in the attractiveness of the armed services as a career. The following statement by ADM Carney was widely published on his assumption of the job of CNO:

"We live in an age of fabulous scientific progress, but science has invented no substitute for morale and fighting spirit which are still necessary for victory in battle; nor is there any substitute for dedicated and highly competent officer leadership.

"These qualities of dedication and competence are the foundation of the character demanded by the American people in their military leaders.

"When I entered the service 41 years ago, competition for appointments was keen and the vast majority of young officers enthusiastically looked forward to a long and full military career. They were not highly paid but they received other compensatory benefits and in a modest way they enjoyed a good and respected position.

"Today, there is far less competition for appointments and all too many fine young officers leave the service for civilian life—a trend which should be of profound concern to the American people.

"The reasons are known and can be documented; bit by bit the incentives which would attract and hold good men have been whittled away, and until and unless they are restored the U. S. will suffer because the input of high-caliber young men cannot be maintained.

"I have picked this one point to emphasize because the human element is the most important factor in the combat effectiveness of military forces. This is not just the Navy's problem; it is the problem of all the armed forces and in the last analysis the problem of the American people."



## Flying Carpenter Who Sailed on Covered Wagon Retires

"He's been further around the cup looking for the handle than most people have been from home" — that's the way buddies in his aviation squadron describe Chief Aviation Structural Mechanic "Teddy" Parsons, USN.

Parsons started his career in July 1920, enlisting at Little Rock, Ark. He recently wrapped it up, retiring with 32 years' continuous service at the Norfolk Va., Naval Air Station.



Chief Parsons

It was at this same location — then known as NAS Hampton Roads — that young Parsons helped fit out the ex-collier *Jupiter* as the aircraft carrier *uss Langley* (CV 1). Later, in March 1922, as a crewmember, he witnessed the Navy's first carrier landing on the old "Covered Wagon," as *Langley* came to be known.

Naval aviation was Parson's specialty. He has seen service in scouting squadrons, fighter squadrons, training squadrons, patrol squadrons and anti-submarine squadrons. Ships he has served in include the old seaplane tenders *uss Wright* (AV 1) and *Pelican* (AVP 6), *uss Wasp* (CV 10), *uss California* (BB 44) and the carrier *uss Yorktown*

(CV5). In addition to sea duty he served several years at Far East stations during the 1930s.

When Parsons began learning his trade, Navy aircraft were built largely of wood and fabrics so he carried the rating of aviation carpenter's mate (ACM). In later years, when metal largely supplanted wood and fabric, this rating was discontinued. Parsons then changed his rating to aviation structural mechanic (AM).

He made chief in 1940, warrant carpenter two years later and chief carpenter in 1943. As a WO he is remembered for his work in organizing the Norfolk NAS Police Department; as a CWO, for his duties as first lieutenant of Carrier Aircraft Service Unit 21. In 1945, under policies then in effect, he reverted once more to CPO. At retirement he was permanent assistant OOD at the Atlantic Fleet Airborne Electronics Training Unit.

"Pappy" Parsons has several salty episodes to relate to younger airmen. Three years before joining the Navy, for example, he was a crewman on a commercial freighter. Says Pappy, "For a kid of 14, that trip around Cape Horn in a pint-size wooden sailing ship was a real experience."

Sea life must have agreed with him — he joined the Navy and gave it his best.

## Seabees Busy Building Houses

The Navy's Seabees are at it again.

Working all night, all day and a little bit in the evening, the 10th Mobile Construction Battalion stationed on Guam has been busily constructing replacement living quarters for married officers and enlisted men in three different island locales—NAS, Agana; NCS, Fingay-en; and Barrigada.

Guam is but one example of Seabee efforts to provide such replacement housing. Similar units are also being constructed at Guantanamo, Cuba; Kwajalein Island; and Sangley Point in the Philippines. The entire current program will put 2400 new units where sub-standard units now exist.

At Guam, exteriors of some units at Barrigada have been completed and land has been cleared at Fingayen. The Agana project is well along and will soon be ready for its first occupants.

The Guam units are one- two- and three-bedroom types constructed of concrete slab and block and are typhoon-proof. They will replace Quonset huts which have served as emergency housing for married men since World War II.

The new houses are similar to modern Title VIII housing found around U.S. naval installations. The houses have rooms that take full advantage of Guam's tropical weather.

Building the units was not a routine business for the Seabees. Before work could be started the Seabees had to locate and develop their own camp site, which included messing and living quarters and 15 shop areas.

Some of the material for construction of the units had to be obtained locally. First to be developed was a quarry which would supply crushed rock and sand. A rock crusher that the Seabees are certain the original Spanish settlers of Guam brought over with them, had to be overhauled and made to run. It does.

Next was the making of concrete blocks of various shapes and sizes. The final operation—house building—started with a flood of electricians, utility men, steel workers and carpenters busily engaged in the full-scale construction job.

It's about finished and Navy families will soon be leaving their present sub-standard housing to move into their new Seabee-built homes.

## Flying Picket-Fishers

Nine "non-coms" from U. S. Air Force Base at Langley Field, Va., are now "picket-fishers"—thanks to the hospitality of the commanding officer and crew of *uss Ray* (SSR 271). A "picket-fisher" is a non-submariner who has made a dive in a radar-picket sub.

Swapping blue skies for blue water, the group of visiting flyers, all from the 29th Communications Squadron, earned the title on a four-day cruise.

*Ray*, one of the Navy's longest submarines, averaged three dives per day during training exercises with surface forces. The airmen likened the change of pressure and the "ear-popping" of a dive to ascending to high altitude in a plane.

The "air-lubbers" witnessed a real-life drama when the *Ray's* conning

officer sighted a life raft with four survivors from the crash of a Navy P5M *Marlin* patrol bomber. The submarine surfaced and stood by until a destroyer picked up the castaways.

## Neptunes Replace Privateers

The last of the Navy's P4Y-2 *Privateers* in service with operational patrol squadrons on the West coast have been replaced by new P2V-6 *Neptunes* at Whidbey Island Naval Air Station, Washington.

Patrol Squadron 17 flew the P4Ys home from their last tour of duty in the Far East, thus completing the change-over from World War II bombers to the *Neptune*.

*Neptune* is one of the Navy's largest planes capable of flying from the deck of an aircraft carrier. It is also one of the Navy's first lines of defense against enemy submarines.

## Armada Aids Quake Victims

An international mercy armada, led by 10 warships of the U.S. Sixth Fleet, rushed food, drugs, water and other supplies to the stricken peoples of Greece when that country was torn by earthquakes last August.

Immediately following the report that the Ionian islands were struck by the worst earthquakes in the modern history of Greece, rescue operations and medical relief were put into high gear by ships and men from the U.S., Greece, Italy, Great Britain, New Zealand and Israel.

Heading the U.S. ships assisting with rescue operations were the heavy cruiser *uss Salem* (CA 139) flagship of the Sixth Fleet, the carrier *uss Franklin D. Roosevelt* (CVA 42). Other ships from the U.S. included *uss Monrovia* (APA 31), *uss Rockbridge* (APA 228), *uss Rolette* (AKA 99), *uss Casa Grande* (LSD 13), *uss Earl B. Hall* (APD 107), *uss Baltimore* (CA 68), *uss Massey* (DD 778), *uss Gyatt* (DD 712) and *uss LST 344*.

The U.S. warships donated all their provisions to the stricken Greeks except for enough rations and the minimum other supplies to enable the ships to rejoin other units of the Sixth Fleet. Aboard the ships the men responded to an appeal for old clothing. Shoes, old uniforms, underwear and socks were collected.

Also assisting in the rescue operations were a helicopter and two amphibious planes of the U.S. Air Force which evacuated hundreds of the more seriously injured islanders.

The U.S. Marines operating with the Sixth Fleet, pitched in and cleared a path through the wreckage with bulldozers carrying fresh milk, water, food and medicine to the stricken areas away from the coast.

## Model Planes Fly From CV

The National Model Airplane Championship Meet, featuring a model aircraft carrier take-off and landing event, was held this year at the Naval Air Station, Willow Grove, Pa. This was the sixth year that a Naval air activity has been host for the meet.

William M. White, 15-year-old model airplane enthusiast from Sacramento, Calif., was crowned the 1953 Grand National champion and was also named the winner of the Junior Class championship. Stewart Savage and Donald Platzke tied for the Senior Class title while Wil-

lard Blanchard won the Open Class.

In the Carrier Event, 15-year-old Barry Burr won the title in the Junior Class. The youngest contestant is traditionally designated "skipper" of the midget carrier and flown to NAS Pensacola for a day on the carrier *uss Monterey* (CVL 26) to witness actual carrier flight operations. Young Burr won this too. Dave Domizi won the Senior Class title in this event and also gets a trip to Pensacola and a day on *Monterey*.

The carrier event involved taking-off and landing each model plane from the deck of the model carrier *uss Smallfry* (CVM-1). The flight deck of the model carrier, complete with arresting gear, is eight feet wide and 44 feet long.

Instead of the conventional straight flight deck, *Smallfry* has a crescent shaped flight deck to conform with the circular flight pattern of model airplanes which are controlled by guide lines.

## Little Theater Does Big Plays

Naval activities throughout the fleet could take a leaf from the recreation book at the Barber's Point Naval Air Station in Hawaii and stir up some interest in little theater work.

In less than two years, the Barber's Point little theater footlighters have presented more than eight plays—some of them ambitious presentations like "Kiss and Tell," "Present Laughter" and "Streetcar Named Desire."

The Thespian group was formed

in June 1951 by service personnel and dependents whose mutual interest in the dramatic arts brought them together. Production and presentation of a stage play every three months have proved a rich diversion for casts and audiences alike.

When a play is being prepared, stage crewmen and cast members volunteer their assistance. The same stage flats and equipment are used over and over. New scenery for each play is improvised and the cost of redecoration is met by a modest allotment from the recreation fund of Commander Fleet Air Hawaii at Barber's Point. Durward Hargett, TE3, usn, is presently stage director and president of the business club.

Bob Dorman, a yeoman formerly stationed at Barber's Point, directed the little theater group during their first plays. The group's first presentation was "Thru The Years" a revue depicting the progress of music since 1900. Dorman also directed the Barber's Point little theater group in their next two productions "Soup To Nuts" and "Junior Miss."

Lieutenant (junior grade) Earl D. McMichael, usnr, succeeded Dorman as the active sponsor of the drama activity at Barber's Point. Under his direction, the "Pointer" Thespians presented "Kiss and Tell," "Mystery In The Library" and their latest production "Streetcar Named Desire."

Hal Burke, PN2, usn, of ComFair-Hawaii, was the star of "Kiss and Tell." Burke was also assistant to Director McMichael during this play.—Harold A. Poole, JO3, usn.



USS SMALLFRY had crescent-shaped flight deck to accommodate model aircraft at National Model Airplane Championship Meet, NAS Willow Grove.





'YER OUT!' Dick Ouellette, amphibious force centerfielder, is tagged out by Fleet Marine catcher George Dingler during Atlantic Fleet baseball tourney.

## Navy Hurlers Toss No-Hitters

Softball champions have been determined in two naval districts. NAS Dallas won the Eighth Naval District softball tournament and NAS Barber's Point went through their schedule undefeated to be crowned champions in the Fourteenth Naval District softball league.

Art Huffman, of NAS Dallas, pitched a no-hit 14-1 victory over the NAAS Cabaniss Field team in the finals of the 8th ND tourney. The Dallas nine went undefeated in the tournament, with other victories being chalked up over *uss Kenneth M. Willett* (DE 354), 10-0; Naval Station New Orleans 7-2; and NAAS Cabiniss 10-0. Other teams in the tournament were Naval Recruiting, *uss Haas* (DE 424), Headquarters 8th Naval District and *uss PCE 842*.

In the 14th Naval District Softball league, NAS Barber's Point closed out its undefeated season as "Ace" Valenzuela pitched his first no-hit no-run game of the year. Victims of the 11-0 stomping were the softballers from Navy Air Transport Squadron Eight at Hickam AFB.

Valenzuela faced only 22 batters during the seven-inning tilt, striking out 11 and giving up no walks. An error allowed the only man from VR-8 to reach first base but that's as far as he advanced.

Valenzuela aided his own cause at the plate with a bases-empty home run into the left field stands in the second inning and a run

scoring double in the fourth. Billy Branom gained season batting honors for the "Pointers" with a hefty .438 average.

Beating VR-8 in the final game of the season gave Barber's Point softballers 22 straight victories this year. This marks the first time that a Barber's Point team has breezed through an undefeated season.

## 6ND Tennis Tourney

The Naval Air Training Command "Goshawks" from NAS Pensacola swept the Sixth Naval District Tennis Tournament, winning both the singles and doubles championships. Every man on the Goshawk team reached at least the quarter-finals.

Frank Spears beat teammate Fred Reed to win the singles championship 6-1, 6-2, 6-1. Reed and Spears then teamed up to take the doubles crown over Karrh and Reid of NAS Birmingham 6-3, 6-4, 6-3.

In the singles semi-finals, Spears defeated Russ Wolf of NAS Memphis 6-1, 6-0, 6-3 and Reed won over Hank Gozler of NAS Pensacola 6-2, 6-1, 6-1. In the doubles eliminations, Reed and Spears reached the finals by defeating Robinson and McNulty of Key West 6-4, 6-0, 6-1 while Karrh and Reid entered the doubles finals by defeating McMahon and Wolf of NAS Memphis 6-2, 6-2, 6-3.

The Goshawks scored 24 points in annexing the team trophy. NAS Memphis scored eight points to finish as runner-up.

## 9th ND Bowling Champs

NAS Grosse Ile, Mich., won the 9th Naval District team bowling championship in a tournament held at NTC Great Lakes, Ill. But Louis St. Sauver, AD1, usn, of NAS Minneapolis, Minn., stole the show with his outstanding accomplishments in the individual events.

NAS Grosse Ile's top five bowlers averaged 183 for each game, registering a total pin fall of 2,750, to win the team event. NAS Minneapolis, paced by St. Sauver, finished second with a 2,675 total pin fall. Third place went to Headquarters, Great Lakes, with a total of 2,625.

In winning the individual title, here's what St. Sauver did: he won the singles with a 614 series, bowled a 610 series in the doubles to win that event with teammate Larry Winkler, AN, usn, and registered a 571 series in the team event. He had a total pin fall of 1,795 — an average of 199½ for the nine games!

Runner-up in the individual total was Lieutenant Dan Diana, of *uss Daniel A. Joy* (DE 585), who had a total pinfall of 1,785.

In the singles event, St. Sauver had to come from behind to defeat Leland H. Brunner, SKC, usn, of the Recruiting Station, Kansas City, Mo., who finished second with a series score of 612, and Louis Fratini, SA, usn, of NAS Glenview, Ill., who finished third with a 603 series.

Tim O'Brien, PNA1, of the Recruiting Station, St. Louis, Mo., bowled a 256 game to score the high single game of the tournament.

## Bat CruLant Baseball Crown

The *uss Mississippi* (CAG 128) won the Atlantic Fleet Battleship-Cruiser Force baseball championship for the second straight year, defeating a strong *uss Newport News* (CA 148) team 1-0 in the championship game.

*Mississippi* scored its lone run without the aid of a base hit. With one out and runners on first and second base as a result of a walk and an error, the *Newport News* shortstop was slow in fielding a ground ball, allowing the runner on second to go all the way around to score the winning run.

Righthander Carl Greene, who will be under contract to the Milwaukee Braves when he leaves the Navy, was the winning pitcher, giving up four hits to the *Newport News* "nine."

## Wins 6ND Golf Tourney

The Memphis golf team won its second straight 6th Naval District golf championship as team members toured the 72-hole medal play tournament in 1197 strokes. Gene Towry, Ben Jannett, Don Collett and Joe MacDonald formed the winning four-man combination.

Irwin Scott, of NAS Jacksonville, stroked his way to the individual crown with a one over par 289, edging out Towry by two strokes. Towry led the field until the final round. At the end of 36 holes, Towry had a five-stroke lead over Scott. But in the third round, Scott rallied with a two-under-par 70 to pick up four strokes as Towry fired a 74.

Going into the final round, Towry held a slim one-stroke margin over Scott. The final 18 holes saw a thrilling birdie duel between the two Navy shotmakers. Scott fired a three-under-par 69 while the best Towry could do was a par 72. In winning the individual crown, Scott put together rounds of 75-75-70-69 for 289. Towry had rounds of 74-71-74-72 for 291.

Finishing behind the Memphis "Hellcats" in team play was NAS Jacksonville with 1204, followed by Parris Island Marines and Naval Station, Key West, Fla.

## Cain Was Able

The Navy "Zippers" of the Stockton Group, Pacific Reserve Fleet, defeated the NAS Moffett Field "Fliers" 6-0 in the title game to win the championship in the 12th Naval District Invitational softball tournament.

In the championship game, Stockton pitcher Marlin Cain allowed the Moffett softballers only one hit while striking out 15 and walking two. Cain's teammates backed him up with a nine-hit attack including a three-run home run by second baseman Paul Becker.

Cain was the star of the tournament, pitching three shutouts in as many games. He shut out NAS Alameda 1-0 and the Marines from the Hawthorne, Nev., Ammunition Depot 4-0.

The Stockton Group softball team has a season record of 31 victories and six defeats. Cain, who pitched most of the games for the "Zippers," had 180 strike outs and has pitched two no-hit games.—James E. Purcell, SN, USN.

# SIDELINE STRATEGY

**B**ILL PEARL, JO3, USN, of SubFlotOne, billeted on board *uss Nereus* (AS 17), became "Mr. Universe" in a contest recently held in London, England. Before that, Pearl had won the 1953 "Mr. America" title in the National AAU physical culture contest staged at Indianapolis, Ind.

Pearl's victory marks the first time a Navy "muscle man" has won either title, although ex-Seabee Alan Stephan won the "Mr. America" title in 1947, after he was discharged.

The modest, 5-ft. 11-in., Pearl was the unanimous choice of the judges at London. He defeated, among others, the famous French Moriello brothers, each a former holder of the crown.

Pearl has been competing in physical culture shows for only a year. He began by winning the "Mr. Oceanside" title in 1952 and followed this up by winning the "Mr. Southern California" as well as "Mr. California" titles—and then the national and universe titles (See ALL HANDS June 1953, p. 41).

★ ★ ★

Here's something new in the form of deer hunting, although Marine Major James Payette doesn't recommend it.

The major had been on a night flying hop and was coming in for a landing at Cherry Point Marine Air Station when he felt his F9F-5 Panther jet bump something. The "something" turned out to be a 150-

pound deer, losing its last race as it ran across the runway. Jet and pilot were unharmed.

★ ★ ★

The SubPac "Raiders" and Fort Shafter "Commandos" were featured in the first televised baseball game in the history of the Hawaiian Islands. A local TV station in Honolulu televised the Hawaiian Interservice League game, won by Fort Shafter 6-3.

★ ★ ★

One of the top southpaw hurlers in the Navy today is Moe Bauer of NAS Norfolk. A member of the Chicago Cubs farm system, Bauer was pitching for Springfield, Mass., in the Triple-A International League before being called to active duty.

Bauer finished his second season for the "Flyers" this year. In 1952, his record with Norfolk was 14 wins and 12 losses. Even with his dozen losses, Bauer had an excellent 1.6 earned-run average. This year, Bauer has a record of 17 victories against a single defeat.

Bauer's stock in trade is control. Early this season, he had a string of 64 consecutive innings pitched without giving up a walk. This is a little short of the streak he built up in 1952 when he pitched 90 consecutive innings without issuing a free pass. During the entire 1952 season, Bauer worked a total of 256 innings and allowed but 18 bases on balls.—Rudy C. Garcia, JO1, USN.



KEN DUGGAN



# THE BULLETIN BOARD

## New OpNav List Names Ships, Units; Dates of Eligibility For Receiving Combat Pay

The latest list of ships and units qualified as "combat units" has been published.

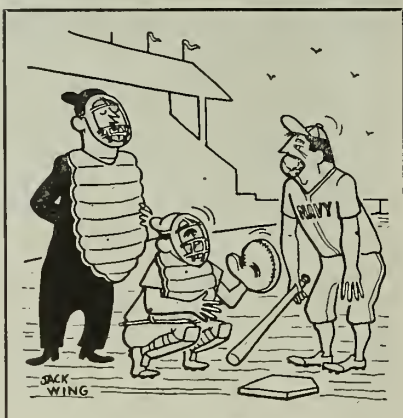
Service in a unit designated a "combat unit" for six or more days in any one month—or for six or more consecutive days in two months—means extra pay of \$45 for that unit's members. For full details on combat pay qualifications, see ALL HANDS, October 1952, p. 50-51.

The new list covers the periods of Korean fighting of March, April and May 1953. This notice also includes additions to previous lists designating combat units, including those eligible for combat pay.

Although many of the units and ships do not qualify for the full six-day periods, any crewman who was injured and hospitalized as a result of a wound received in action is entitled to combat pay for up to three months while hospitalized.

Here are the ships and units listed by OpNav Notice 1030 (14 July 1953) designated as combat units for six or more days. If you were aboard for this time, you rate combat pay.

- °ComDesDiv 282 ..... 22, 25, 27, 28, 30, 31 March 1953
- uss *Prichett* (DD 561).....22, 25, 27, 28, 30, 31 March 1953
- Wonsan Sector, East Coast
- Island Defense Unit.....1, 5, 10, 11, 13, 16, 19, 21, 22, 26, 27, 28, 29, 30 March 1953
- °ComDesDiv 92 .....5, 6, 7, 13, 16, 27, 28 April 1953
- °ComDesDiv 282 ... 2, 3, 23, 24, 25, 26, 27, 28, 30 April 1953
- uss *Owen* (DD 536).....23, 24, 25, 26, 27, 28, 30 April 1953
- Wonsan Sector, East Coast
- Island Defense Unit.....2, 4, 6, 7, 10, 11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 April 1953
- Cho-Do Island West Coast
- Island Defense Unit ..... 2,5, 9, 10, 12, 13 April 1953
- Sokto Island, West Coast
- Island Defense Unit.....7, 8, 9, 10, 16, 24 April 1953
- °ComDesDiv 92 .....2, 4, 8, 13, 15, 17 May 1953



"You may take your base."

Wonsan Sector, East Coast  
Island Defense Unit.....2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 25, 27, 28, 29, 30 May 1953

Units that were designated "combat units" after the publication of OpNav Notice 1030 (8 Apr 1953) are contained in List "E." The members of the following ships and units are eligible under this list:

uss *LCU 1402*.....20, 23, 24, 25, 26, 28 September 1950;  
13, 14, 15, 25, 26, 27, 28 October 1950

uss *Leonard F. Mason*  
(DD 852).....15, 17, 18, 20, 21, 22 May 1951

uss *Redhead* (AMS 34)....3, 11, 12, 14, 15, 18, 21 October 1950

uss *Redstart* (AMS 378).....5, 9, 13, 14, 17, 18 June 1951

°ComCortRon 11.....5, 7, 12, 13, 15, 16 March 1952, and  
1, 3, 4, 5, 6, 8, 9, 11, 17, 26 April 1952

Additions to previous lists include:

Wonsan Sector, East Coast  
Island Defense Unit.....6, 17, 18, 19, 20, 21, 22, 27, 29, 30 November 1952; 9, 12, 13, 23, 25, 30 December 1952; 1, 2, 3, 4, 12, 20, 21, 23, 26, 28, 31 January 1953;  
1, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 24, 27 February 1953.

°ComMinDiv 32.....5, 9, 13, 14, 17, 18 June 1951.

°Refers only to the staff embarked and has no connection with ships in the division.

## Mobilization Would Call for Conversion of General Service To Emergency Service Ratings

In the event of full mobilization the Navy is prepared with definite and orderly plans to convert personnel holding General Service Ratings to wartime Emergency Service Ratings.

Members of the Regular Navy, Naval Reservists on continuous active duty in Active Naval Reserve (ANR) billets and Reservists on active duty with the Regular Navy who were ordered from ANR billets will be affected. Of course, if you are in a rating which has only one Emergency Service Rating, identical to the General Service Rating, you are not affected by this wartime conversion plan. These ratings are: RD, RM, MN, OM, CT, MA, DK, SH, JO, MU, MR, IC, PM, ML, SV, CD, UT, AT, AC, PR, AG, AK and HM.

It is not planned to convert personnel by wholesale changes in rating; however, all advancements in rating during a wartime period will be to an appropriate Emergency Service Rating. Over-all balance among the Emergency Service Ratings will be maintained according to the needs of the service.

The Emergency Service Rating you will advance to will be based upon the following factors:

- Your general or specialized qualifications and motivation.
- School quotas.
- Surpluses and shortages among the various ratings as some become "closed" or "critical."
- Complement of your ship or station.
- Qualifications for advancement in rating, established by BuPers.

The rating conversion plan is based upon the assumption that a man holding a General Service Rating is qualified to fill any of the emergency billets in his rating and in his pay grade.

The purpose of the peacetime Regular Navy rating structure is to produce broadly qualified, versatile personnel who in time of full mobilization can be advanced to higher positions of responsibility.

Development of the Navy's pres-

ent-day rating structure began in 1948. Here briefly, is the background:

During the war, under pressure of necessity, BuPers and field commands responsible for personnel administration divided and subdivided the peacetime Regular Navy ratings into emergency ratings to meet the needs for specialized skills.

For example, the Radioman (RM) rating was split into RM and Radio Technician (RT). Later, some RTs were transferred to the newly established Radarman (RD) rating and others to the Sonarman (SO) rating. To the SO rating itself was later added Sonarman, Harbor Defense (SOH).

In the 1948 overhauling of the enlisted rating structure, the Emergency Service Rating system was established, each ESR to represent a segment of a General Service rating.

The present-day enlisted rating structure provides 61 General Service Ratings for Regular Navy personnel, and 132 Emergency Service Ratings for members of the Naval Reserve. A complete listing of the rate and rating structure was given in the July issue of ALL HANDS.

## Electronics Maintenance Course Open to Specialized Personnel

Officers in the following categories are eligible for the one-year Electronics Maintenance Course at the U. S. Naval School, Electronics Maintenance, Great Lakes, Ill.

- USN Temporary officers whose permanent status is Chief Radio Electrician, Radio Electrician, Chief Gunner (Control Ord. Tech.) and Gunner (Control Ord. Tech.)

- Limited Duty Officers whose designators are 1710, 1750, 1770 or 1790.

- Any Chief Radio Electrician, Radio Electrician, Chief Gunner (Control Ord. Tech.) or Gunner (Control Ord. Tech.) holding a permanent or temporary appointment as such.

BuPers Inst. 1520.26 gives details and states that requests should be received by BuPers (Pers-B111h) 60 days prior to the class convening date.

Convening dates are 7 Jan 1954, 29 Mar 1954, 6 Jul 1954 and every quarter thereafter.

## Transfer Program of Officers Into the Regular Navy Undergoes Certain Changes

Several changes in the Navy's officer augmentation program extend eligibility to certain officers on inactive duty, officers of the Chaplain Corps Reserve and to male officers not above the grade of commander, for appointment as commissioned officers in the Regular Navy.

The new eligibility requirements, contained in BuPers Inst. 1120.12B, are as follows:

**Eligible applicants** — Male officers not above commander (appointments in the grade of commander limited to calendar year 1953) and women officers in the grades of lieutenant (junior grade) and ensign are eligible for appointment in the line, Medical Service Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps; officers of the Nurse Corps Reserve in the grades of lieutenant, lieutenant (junior grade) and ensign are eligible for appointment in the Nurse Corps, USN.

After 1 Jan 1954, however lieu-

tenant commander will be the highest grade selected for USN appointments.

**Service and active duty** — At the time applications are submitted, male officers must have completed 12 months' active commissioned service subsequent to 1 July 1950, and women officers and Nurse Corps officers must have completed three months' active commissioned service since 1 July 1950.

Naval Reserve officers released to inactive duty are eligible within 12 months of release to apply for transfer to the Regular Navy active duty status provided they have the totals of service indicated above and if applications are received by BuPers within one year of their release to inactive duty status.

A woman officer will not be eligible if she is a mother, adoptive mother or personal custodian of a child under 18 years of age, or if she is the step-parent of a child under 18 who lives in the household of the applicant for 30 days or more per year.

The procedures for submitting applications and qualifications required are outlined in the directive.

## WHAT'S IN A NAME

### Shangri-La

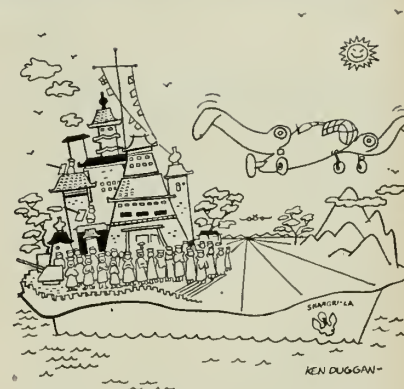
USS *Shangri-La* (CVA 38) is named in honor of an event which occurred 11 years ago. On 18 Apr 1942, Colonel James H. Doolittle and his B-25s took off from a Navy carrier to drop the first bombs on the Japanese mainland. When reporters asked President Franklin D. Roosevelt to identify the base from which Colonel Doolittle and his group had winged their way to the heart of the Japanese empire, he gave them the name of the fictional Utopia — "Shangri-La." It was later disclosed that Doolittle's take-off spot was USS *Harnet* (CV 8).

After *Harnet* was lost, it was decided to name a new carrier "Shangri-La." A nationwide War Bond drive provided enough funds to establish the "mystery base" as a reality and on 16 Aug 1943, the name was given the Essex-class carrier CVA 38. Her keel was laid in the Norfolk Navy Yard 15 Jan 1943 and she was commissioned on 15 Sept 1944.

*Shangri-La* launched her first strike against the enemy in the spring of 1945 at Okino Daito Jima near Okinawa.

By 8 June 1945 the battle for Okinawa was near an end and on 11 June, the big carrier, along with other ships in her group, retired to Leyte Gulf for a brief rest.

Getting underway again on 1 July, she



steamed northward with Task Force 38 to bring Tokyo and adjacent targets under attack for the first time by naval air might since the Fifth Fleet had struck that February. On 10 July 1945, *Shangri-La*'s fliers hit their first targets near Tokyo while the ship itself began a series of operations with the Third Fleet which continued until the day of the Japanese surrender.

In June 1947 *Shangri-La* was ordered out of commission and soon after was assigned to the U.S. Pacific Reserve Fleet where she remains today.



## Diving Courses Announced By BuPers Include Training For Officers and Enlisted Men

Want to become a Navy diver? If you do, you'll be interested in three instructions issued by BuPers covering ways to become a Diver, Second Class, a Salvage Officer or a Salvage Diver.

*Who may apply?* — Applications are desired from both officers and enlisted personnel for training as Salvage Officers, Divers, Second Class and Salvage Divers. All officer personnel and enlisted personnel, regardless of rating, in the pay grade E-2 or above, are eligible for training as Divers, Second Class.

To be eligible for the Salvage Officers' Course, officers must be of the general line in the Regular Navy or Naval Reserve on active duty in the rank of lieutenant commander or below, including warrant officer. EMs applying for Salvage Divers Course must be in the ratings of BM, DC, MM, EN, FP, and ME. Both officer and enlisted candidates must have at least 18 months' obligated service and must be volunteers.

BuPers Inst. 1500.15 contains a

review of the procedures to be followed in the selection of candidates for diving instruction. All prospective candidates will be interviewed by a qualified diving officer for aptitude and motivation for diving duty. Candidates should be "psychologically adapted" to diving.

All enlisted candidates for diving should have a combined minimum ARI and MECH of 110, although this is not a rigid requirement and no waiver is necessary in cases where a candidate is slightly below the recommended score.

• *Second Class Divers* — BuPers Inst. 1540.17 gives a list of all ships and shore activities authorized to train and qualify divers, second class. The standard course is six weeks, although at many activities, particularly ships, a portion of the course is conducted as on-the-job training. In such case, the time may exceed six weeks.

• *Salvage Officers and Salvage Divers* — BuPers Inst. 1540.18 outlines the training available to qualify personnel as Salvage Officers and Salvage Divers.

The Naval School, Salvage, New York Naval Shipyard (Bayonne Annex), is the only activity conducting

initial training for salvage officers and salvage divers.

Requalification training for salvage divers whose designations have lapsed is conducted by the Naval School, Salvage, and also at the Naval Station, San Diego, Calif., and the Submarine Base, Pearl Harbor, T. H. The length of the requalification course is five weeks, except at the Naval Station San Diego, which is six. Only personnel who have previously qualified as salvage divers are eligible for this training.

The 14-week Salvage Officer's Course provides instruction in all phases of ship salvage, including how to raise sunken ships in harbors and coastal areas, how to salvage disabled or grounded ships and in other salvage specialties such as elementary naval design, underwater mechanics and diving, to the extent necessary for supervision of underwater operations.

Officers trained in this course are normally assigned to salvage officer billets in ARS, ARSD, ARST and ATF-type vessels and to staffs of various commands. Officers should submit their requests for this training to the Chief of Naval Personnel (Pers-B1112) via the chain of command.

The Salvage Divers Course is 16 weeks long. Completion of this training qualifies enlisted personnel as salvage divers. Qualifications for salvage divers are contained in Article C-7408, BuPers Manual. This article also gives an idea of the scope of the training received in the course.

Enlisted personnel desiring such training should submit their requests in writing to their commanding officer.

## Line Commanders Selected for Promotion to Captain in 1954

One-hundred forty-nine line commanders of the Regular Navy and Naval Reserve have been recommended for promotion to captain.

Of that number, 112 are unrestricted line officers including five Reserve officers, 37 are restricted line officers including 12 aviation engineering duty officers, 14 engineering duty officers and 11 special duty officers.

All promotions are expected to be effected by 1 July 1954.

## WAY BACK WHEN

### School Ships

Long before a would-be sailor sets foot on a ship today, he first spends about 12 weeks at a shore-based activity familiarly called "Boot Camp." In the old days, however, a sailor picked up his early training not on shore, but right aboard ship.

A SecNav order in 1875 established training ships at the New York, Portsmouth and Mare Island Navy Yards. "Apprentice boys" were given their preliminary instruction in these ships before being sent to sea in the Training Squadron.

The original Training Squadron was composed of *USS Constitution*, *USS Portsmouth*, *USS Saratoga* and the flagship *USS Minnesota*. Later the Squadron consisted of *Portsmouth*, *Jamestown* and *Saratoga*.

The education of the aspiring young sailor began at once in seamanship, gunnery, and machinery. He was taught how to work fires and operate boilers as well as how to "hand, reef and steer." He was instructed in the elements of practical navigation, how to take sights and to compute "a day's work," and how to point and fire the guns. He was exercised in the use of rifles, revolvers and broadswords. A routine of drills was established for winter and summer, in-

cluding boats under oars and sails.

"The sailing ship of war has no rival as a school of instruction," said Admiral David D. Porter, USN, in defense of the training ship. But for reasons of efficiency and economy, sailing ships and steam ships were later abandoned for training purposes (near the end of the 19th century) and barracks for apprentice seamen were established ashore—the forerunners of today's "Boot Camps."



## Summary of Uniform Allowances And Rules for Reserve Officers On Active and Inactive Duty

Regulations designed to equalize the uniform allowances paid Reserve officers of the military services have been approved by the Department of Defense.

The new regulations provide for payment of the following:

- **Initial Uniform Allowance** — Not exceeding \$200 to be paid under specified conditions such as: (1) first reporting for active duty for a period in excess of 90 days; or (2) upon completion, as a member of a reserve component, of not less than 14 days' active duty or active duty training; or (3) after the performance of 14 periods of not less than two hours' duration each, of inactive-duty training as a member of the Ready Reserve; provided that only duty requiring the wearing of the uniform is counted and that the payment of an initial officer's uniform allowance or reimbursement previously or subsequently under any other law bars such a payment under this act. However, if the officer has served as a member of the Regular services on active duty, he is not entitled to an initial uniform allowance for duty performed within two years after his separation from the Regular service.

The amount of the initial uniform allowance varies and is dependent upon the manner in which the officer received his commission. The uniform allowance is \$200 except in the following cases, where the allowance is \$100: aviation cadets commissioned in the Navy (Navcads commissioned in the Marine Corps receive \$200); enlisted women; and enlisted Marines (male and female) graduating from OCS. CPOs graduating from OCS receive no initial clothing allowance.

- **Active Duty Uniform Allowance** — Not to exceed \$100 to officers entering an active duty for more than 90 days when two years elapse between periods of active duty. This allowance is payable retroactively to those officers who entered on active duty on or after 25 June 1950.

- **Uniform Maintenance Allowance** — Not to exceed \$50 for reimbursement for the purchase of required uniforms and equipment

## New Enlisted Correspondence Courses Available

Eight new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Na-

val Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses and the ratings applicable to each subject.

Title of Course	NavPers No.	Applicable to Following Ratings
Construction Electrician's		
Mate 1, Vol. 1 .....	91570 .....	CE, CEG, CEL, CEP
Machinery		
Repairman 3 .....	91506 .....	MR
Machinery		
Repairman 2 .....	91507 .....	MR
Chief Mechanic .....	91581 .....	CM, CMG, CMD
Personnelman 1 .....	91421 .....	PN, PNA, PNI, PNR, PNT, PNW
Quartermaster 2,		
Vol. 1 .....	91286 .....	QM, QMQ, QMS
Ship's Serviceman		
Barber Handbook .....	91465 .....	SH
Transport Airman .....	91650 .....	AD, ADE, ADF, ADP, ADG

upon the completion of each four years of satisfactory Federal service in an active status in the same Reserve component after 9 July 1952.

In computing this four-year period, however, any period of active duty or active duty for training for a period in excess of 90 days is excluded. To receive this allowance the officer must not have received a uniform allowance as an officer within the previous four years. He must also have served during the four-year period a minimum of 28 days of active duty or active duty for training. The four-year period may have started prior to 9 July 1952, but must be completed after that date.

Navy and Marine Corps Reserve officers may elect, prior to 9 July 1956, to receive the \$50 uniform maintenance allowance provided by the Naval Reserve Act of 1938 or the Naval Aviation Cadet Act of 1942, in lieu of the uniform maintenance allowance provided in the new regulations.

All initial uniform allowance claims and all uniform maintenance allowance claims may be submitted to the Chief of Naval Personnel, (Attn: Pers H1), Washington 25, D. C.

Active duty uniform allowance claims may be submitted to the Field

Branch, Bureau of Supplies and Accounts, (Special Payments Division) Cleveland, Ohio, if the officer claiming the allowance is not now on active duty. Those officers now on active duty who are claiming the allowance should submit their claims to their disbursing officer.

## Naval War College Review Available to USN, USNR Officers

The *Naval War College Review* can be subscribed to by Regular or Reserve officers of the grade of lieutenant commander (or major) and above of the Navy, Marine Corps or Coast Guard, as well as graduates of the Naval War College, including officers of the Army and Air Force.

The *Review* is published in 10 issues per year, commencing in September and ending in June. Subscriptions are for the current year only and subscribers must resubscribe each year. There is no charge for subscription.

The purpose of the *Review* is to publish for the benefit of officers of the armed forces, selected material that has been presented to resident students of the War College.

Address subscriptions to the Department of Correspondence Courses, Naval War College, Newport, R. I.



## Housing at Key West is Still Critical But New Construction Eases Situation For Dependents

Key West, Fla., which is home to Submarine Squadrons Four and Twelve as well as the Sonar School, experimental operating units and various operating surface vessels, is popular not only as a Navy city but as a tourist spot.

That's one reason why Navy dependents housing is critical in the Key West area. Elbow room is at a premium. More than 26,000 civilians and 18,000 Navymen and their dependents live here.

Key West, as a vacation attraction, also plays host to a swarm of frost-bitten tourists during the Winter months. Accordingly, civilian apartments and houses are expensive. The Navy has been able to ease this situation a bit with some new housing.

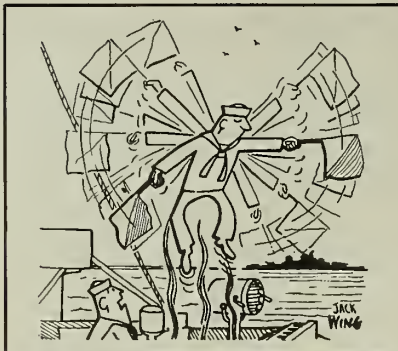
Here is what is available to Naval personnel with prices as of last August (rents may have changed since then).

- Title VIII Housing — 1000 units. They comprise apartments for enlisted personnel, 150 for officers, and 80 for civilians. There are 160 duplex units, 120 for officers, 40 for civilians. Both the apartments and the duplexes consist of one, two and three bedrooms. Forty two-bedroom and three-bedroom single houses are available for officers. Rental for Title VIII housing ranges from \$54 for a one-bedroom apartment to \$106 for a three-bedroom single house (utilities not included). All units are unfurnished, except for kitchens. Waiting periods vary from one to seven months.

- Title III Housing — 100 furnished trailers. Seventy-five are small trailers, for accommodation of up to four people, and 25 are large trailers to accommodate up to six people. This project is for enlisted personnel only, with rentals set at \$48 and \$54 respectively. Waiting time is from three to six months.

- Title IX Housing—Seventy-four units. Consists of two-bedroom duplexes, both furnished and unfurnished. This project is open to enlisted, officer and civilian personnel. Unfurnished units rent for \$93 and the furnished units for \$117 (utilities not included).

- Navy Low Cost Housing — 475 units. Of these, 263 are unfurnished and 212 furnished, with one, two,



"Jonesy, you're getting carried away with yourself again!"

and three bedrooms. The rental for these units is based on the basic allowance for quarters and size of the unit. Waiting periods range from about four to 12 monthths.

There is no housing available to temporary personnel, and although motels and hotels are numerous, they are too expensive for occupancy over a long period of time.

## Bainbridge Area Increases Housing Facilities with Trailers

The first of 110 trailers and trailer sites available to Navy families at U.S. Naval Training Center, Bainbridge, Md., were opened in July for occupancy. A radioman first class, his wife and two sons were the first to set up housekeeping in the new trailer village. Their trailer was the first of 68 privately owned trailers to be "moored" in the area adjacent to "Bainbridge Village," the training center's housing development.

Navy families who own trailers and who are transferred to Bainbridge as students or members of the administrative command may make application for trailer sites by submitting requests through the housing officer of their duty station.

A new addition to the established Bainbridge trailer village was also opened in early July with 32 new mobile homes. This development is maintained by the Public Housing Administration and consists of trailers owned by PHA and rented to Navy personnel. The rent is \$45 a month for the smaller trailer which can sleep four and \$50 a month for the six-sleeper. Trailer spaces in Bainbridge Village rent for \$12 per month for enlisted members and \$15 for officers and civilians.

## No Housing Shortage at Memphis For Navymen And Their Dependents

Memphis is one of the few naval installations in the U.S. where there is no housing shortage.

Located on Navy property is the 540-unit "Fairway Homes" housing project. Unfurnished except for stove and refrigerator, Fairway's one-, two- and three-bedroom homes rent from \$42 to \$69 a month.

"Millington Homes," another Navy-sponsored housing project, furnishes accommodations for 300 more enlisted families.

There are also 84 trailer spaces for privately-owned house trailers that rent for as low as \$13.50 a month, utilities included.

These housing projects as well as shopping centers and the Naval Hospital (which has out-patient service) are all within one mile of the Naval activities at Memphis.

The recreational facilities available to enlisted men and their dependents at Memphis are excellent. There are several swimming pools, softball diamonds, one varsity baseball diamond, two movie theaters, two television theaters, a hobby shop, a garage for automobile repairs, bowling alleys, billiard rooms, gyms and a regulation 18-hole golf course.

The city of Memphis is a "good Navy town." Many of Navy Memphis personnel are members of local churches, lodges and civic clubs. Memphis also has several colleges which offer opportunities to Naval personnel to gain higher education by attending night classes.

## Leaders of All Faiths Meet With Navy Chaplains

Leaders of all faiths, consisting of 73 representatives of various religious bodies, met in conference with Navy chaplains at the Chaplain's School, Newport, R. I., when the school graduated its largest class of newly commissioned chaplains in late summer.

The conference was called to provide the civilian religious leaders an opportunity to observe recent developments within the Navy for the spiritual and moral welfare needs of naval personnel, such as the "circuit riding ministry" and the lay leadership program.

## Something New Has Been Added To Naval Postgraduate School at Monterey

The U.S. Naval Postgraduate School at Monterey, California, is receiving something new to add to its growing laboratories. It is the two-million volt "particle accelerator" for laboratory experiments in nuclear engineering and research in the field of radiation damage. The accelerator will be installed early next year in a specially shielded nuclear research laboratory of the School of Engineering, which is part of the naval postgraduate institution.

The 23-foot accelerator, which cost \$109,000 and was a year in building, will be equipped with an electron conversion unit for the acceleration of electrons and positive ions.

The machine will also be available for physics work for about 50 officer students of the U.S. Army, Navy and Air Force.

This acquisition marks another step toward completion of facilities of the U.S. Naval Postgraduate School at its new site in Monterey. The school was moved from Annapolis, Md., to California last year to reduce congestion and provide better facilities.

The Engineering School is one component of the Naval Postgraduate School which also includes the General Line School.

This famous naval institution, which was founded in 1909, is authorized to grant Bachelor of Science and Master of Science degrees and doctorates to qualified personnel. Postgraduate students who complete courses essentially military in character receive "certificates of completion." At this year's commencement exercises, 170 degrees were conferred in the fields of electronic, mechanical, electrical and aeronautical engineering. Certificates were also granted in the fields of naval communications, ordnance, aerology and other military subjects.

Buildings under construction at Monterey which are expected to be ready with the required equipment for classes by early next year are:

- Laboratory Sciences—To house the physics, chemistry, metallurgy and electronics departments.

- Electrical Engineering — To house laboratory equipment for ad-

vanced study in electrical engineering.

- Mechanical and Aeronautical Engineering—Contains laboratory and testing equipment, including wind tunnels, heavy load test equipment, hydraulic equipment and air conditioning experimental chambers.

In addition there will be classrooms, officers' buildings, a lecture hall and auditorium. Eventually the Postgraduate School expects to add a steam and gunnery laboratory.

## If You Pull Teeth in the Arctic, Lock Up Secret Matter, Or Sail by the Stars, Read This

Three new officer correspondence courses, one of which is also available to enlisted members of the Medical Department, have been announced by BuPers.

- The new Medical Department correspondence course, *Frigid Zone Medical and Dental Practice* (Nav Pers 10997), designed for both officers and enlisted personnel, is offered by the U.S. Naval Medical School. This course covers problems in the care of sick and wounded under conditions of snow and extreme cold. The course consists of six assignments and is evaluated at 12 points for the purposes of Naval Reserve promotion and non-disability retirement.

Application for enrollment should be made on form NavPers 992, and forwarded via channels to the Correspondence Training Division, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md.

- Recommended for all officers is the new course entitled *Security of*

*Classified Matter* (NavPers 10975). It covers security regulations and the current manner of handling classified matter. The course consists of three assignments and is evaluated at six points credit.

- The other new officers course is one in navigation entitled *Marine Navigation, Course II* (NavPers 10945) covering the principles and techniques of celestial navigation. Enrollees should have completed the course covering piloting and dead reckoning offered in *Marine Navigation, Course I* (NavPers 10921). Both courses are recommended for all deck officers. This course contains eight assignments and is evaluated at 24 points credit.

Application for these courses should be made on form NavPers 992 and forwarded via channels to Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

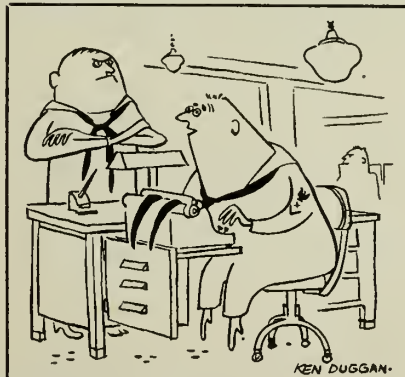
## Enlisted Aviation Pilots Advanced to CPO Status

Forty-two first class aviation machinist's mates and four first class aviation structural mechanics who have aviation pilot (AP) designations have been promoted to chief petty officer, acting appointment.

These special advancements, effective 16 Sept. 1953, were authorized by BuPers because the primary duties of qualified aviation pilots are associated with the operating of aircraft and not with their rating, and because of the added responsibilities these men carry. The present enlisted rating structure abolished the Aviation Pilot (AP) rating and former APs were changed to other aviation ratings for which they qualified.

These advancements are extra numbers and will not in any way affect the number of future advancements to chief petty officer in the AD, AM, AL, AT, AO, AC and PR ratings. Future advancements from pay grade E-6 and E-7 of personnel designated aviation pilot will not be authorized on a competitive basis, but will depend upon their meeting the minimum requirements, demonstrated by a passing grade on their respective pay grade E-7 examinations.

In addition to the 46 men advanced this year, there are approximately 75 first class POs with aviation pilot designations in the Navy.



"What makes you think I've been paying more attention to that new Wave than to my work?"



### Absentee Ballot Voting Provided For Servicemen of Six States In November General Elections

Navy men from six states may vote absentee ballot in the general elections to be held in their states this fall.

On 3 November 1953 the following States will hold elections:

- **Kentucky**—For all members of the House of Representatives of the State, one-half of the members of the State Senate and various state, county and municipal officers.

- **New Jersey** — For Governor, and certain other state officers as well as various county and municipal officers.

- **New York**—For Justices of the Supreme Court of the State, county and town officials and mayors in many cities, including New York City.

- **Ohio** — For mayors, township trustees, members of boards of education and other municipal or local officers.

- **Pennsylvania**—For two judges of the Superior Court and county and municipal officers. A number of amendments to the State Constitution may also be voted on at that time.

- **Virginia** — For Governor, Lieutenant Governor, Attorney-General and members of the House of Representatives of the State.

Local elections will be held in towns, cities and boroughs in Connecticut and Massachusetts on various dates.

Local elections will also be held in Illinois and Utah. However, there is no provision for members of the armed forces to vote by absentee ballot in these elections.

Personnel who wish to exercise their right to vote by absentee ballot during calendar year 1953, in accordance with BuPers Instructions 1742.2 and 1742.1A, should contact their command voting officer for whatever information and assistance they may require.

### Reimbursement for Shipment of Household Goods May Be OK'd In Cases Previously Disapproved

One of the points covered by the recently-passed Public Law 40 (83rd Congress) concerns claims for reimbursement for shipment of household goods. It affects those who, pursuant to release from active duty or separation from the Navy, shipped household goods from their home of record prior to 13 June 1947.

Under the new law they may submit or re-submit a claim for reimbursement for such shipment.

This opportunity for reimbursement applies not only to those who have never before submitted a claim for this reimbursement but also for those whose claims were submitted—and denied. Further, it applies to those whose household goods were authorized to be shipped under a government bill of lading and had later reimbursed the government for the cost involved.

Here are the two major conditions under which your goods may have been shipped prior to that time—and which are affected by the new law.

- You may have shipped your goods from your home of record to a selected point through arrangement with the Navy, and shipped them under a government bill of lading. In that event you no doubt received a letter soon after, requesting reimbursement to the government for the amount expended. You may now put in a claim for the refund of your reimbursement to the government.

- Or, you may have arranged for the shipment through commercial means without applying through a household goods shipping activity. At a later date you probably submitted a claim for reimbursement but it was no doubt denied. (This was due to the Comptroller General's decision of 13 June 1947 which ruled that shipment of household goods from the home of record upon release from active duty was not authorized at government expense.) Now you may submit a claim for reimbursement.

The public law upon which the above is based provides: "That payment of the cost of transportation (including packing, crating, dray-

### Governor Commends Firefighting Retrainees

It had been a hot summer in the Ossipee Mountains of northeastern New Hampshire. Several weeks of summer drought had left the forests dry as tinder and there were no signs of rain to relieve the dangerous situation.

Then it happened. A small fire soon became a raging blaze as a stiff breeze whipped it across the mountains, out of control.

The sparsely settled area needed help to fight the fire that was engulfing homes and hundreds of acres of timber. New Hampshire's Governor Hugh Gregg asked for aid from every source available.

One of the first to volunteer was the Retraining Command of the U. S. Naval Base, Portsmouth, N. H., which sent groups of 250 retrainees in 12-hour relays, 70 miles to the scene of the fire.

With their backs crisscrossed with picks, axes, and shovels the men climbed up smoldering hot mountain sides pulling hoses and pumps after them.

Working around the clock for nearly a week, they cut, chipped, and dug the fire into submission. It was a hot, dirty, dangerous job that required initiative and hard

labor. They did it without complaint and in a manner that brought forth comments of admiration from professional fire fighters directing their efforts.

Governor Gregg in a letter of gratitude to the base commanding officer said, "...I would like to mention particularly the volunteers from the United States Naval Retraining Command, who were employed on the actual firing line. ... It is impossible for me to express adequately my appreciation to you and the men of your command. But please know that we shall always be grateful for your very real cooperation and help in this emergency."

Letters of commendations were placed in the jackets of the men participating and, in a letter to the Naval Clemency Board, the commanding officer of the Retraining Command requested that the men also be credited with extra good time.

The request was approved by BuPers. The extra good time will allow many of the trainees to leave the retraining command several weeks before their time would normally end.

## HOW DID IT START

### Hospital Ships

There was a time when the idea of a hospital ship was strongly opposed in the United States. Its opponents very nearly succeeded in defeating the idea. It was largely due to the threat of yellow fever and the determination of a small group of Staten Islanders that the authorities of the port of New York consented to a trial, limited to the summer months of 1859, of the first "floating hospital" in America.

Yellow fever always seemed to make its unwelcome appearance during the summer months. Seamen returning from foreign ports brought it and other diseases with them. For more than 50 years, contagious cases discovered aboard incoming vessels had been sent for treatment to the old Marine Hospital on the grounds of the Quarantine Station at Staten Island, N. Y. But they couldn't be sent there any longer. The old hospital had been burned down the previous September. Now with another "sickly season" approaching there was no place for patients to go.

Through the columns of the New York Herald, Dr. William C. Anderson, physician of the town of Stapleton on Staten Island, had strongly recommended that a floating hospital would be the solution to the quarantine problem. Recently returned from England where he had studied the Seamen's Hospital ship *Caledonia*, anchored in the Thames, Dr. Anderson was convinced that what was feasible for the port of London should work for the port of New York. (Incidentally, hospital ships—of a sort—go back much earlier, and are said to have been in use even in the days of ancient Rome.)

After many objections had been aired and disposed of, the threat of yellow fever swayed American public opinion and the Board of Emigration was ready to accept the floating hospital—as a temporary expedient.

Funds were voted and the steamer *Falcon*



was purchased. Her engines were removed, her deck housed over, beds were installed and with certain other changes, she was ready for action. Re-christened *Florence Nightingale*, she was towed to her anchorage off the New York coast and handled a number of fever patients.

(What might be considered the first U.S. Navy hospital ship was USS *Intrepid*. Serving in the Mediterranean in 1803 and 1804 during the war with Tripoli, *Intrepid*, a converted ketch, was designated a hospital ship by her skipper, Commodore Edward Preble.)

The value of extending the hospital ship idea to U.S. military use soon became apparent. During the Civil War it became an integral part of the U.S. Navy. Admiral David Porter's *Red Rover* accompanied his Mississippi squadron from 1862 to 1865. (*Red Rover* was the first hospital ship to carry women nurses.) In the Spanish-American War and for many years after, the *Relief*, a converted liner served as hospital ship for the Navy. A namesake of that ship, USS *Relief* (AH 1), which was still in use until recently, was the first American Navy ship to be designed and constructed solely as a hospital ship.

aeronautically adapted for the control of aircraft.

- Not have been previously separated from any flight training program of the Army, Navy or Air Force by reason of flight failure.

- Have attained not less than the following scores in the flight aptitude tests: ACT—"C"; MCT—"C"; FAR—"D".

Applicants must execute a signed agreement not to resign during flight training and for a period of two years after being designated a Naval Aviator. USNR officers, and

officers originally appointed under the provisions of Public Law 729 (79th Congress), must agree to serve on active duty in the Regular Navy or Naval Reserve for a period of two years after completing flight training, unless sooner released.

Currently inactive line Reserve officers, who are selected for flight training and do not successfully complete the course, will be expected to serve a normal tour of active duty, contingent upon the needs of the service, prior to return to inactive duty.

age, and unpacking) of household effects of the members of the naval forces, upon release from active duty, from their homes of record to places selected by such members is hereby authorized to be made from current appropriations as may be available for such services and any payments representing the cost of such transportation (including packing, crating, drayage, and unpacking) heretofore made, are ratified and approved: Provided, That such transportation shall have been authorized prior to June 13, 1947, pursuant to duly promulgated regulations of the Navy Department: Provided further, That the transportation costs authorized to be paid hereunder are limited to the constructive costs of transportation from the last duty stations to the homes of record."

Claims should be forwarded direct to the Officer in Charge, Navy Regional Accounts Office, Washington, D. C.

Those wishing to make such claims should contact the nearest designated household goods shipping activity for any additional information on the law and for assistance in filing the claim.

### HTA Flight Training Is Open To Regular and Reserve Officers

Under the provisions of a new directive, inactive duty Naval Reserve officers are now eligible for heavier-than-air flight training. This program has been open in the past only to Regular Navy officers and active duty Reservists.

As spelled out by BuPers Inst. 1520.20 (18 June 1953), officers are invited to submit applications for HTA training provided they meet the following qualifications:

- Hold a commission as a line officer, ensign or above, in the Regular Navy or Naval Reserve.

- Be less than 26 years old at time of submitting application.

- Have successfully completed a minimum of four semesters (this had been five semesters) undergraduate work at an accredited college or university. If no degree was granted—applicant must have been in good academic standing at the completion of final semester's work.

- Be physically qualified and



## Beatty Waves the Baton for Serenades at Sea

During her recent Mediterranean tour, *uss Beatty* (DD 756) earned herself a reputation as a "tin can with a band." Using instruments obtained on an if-you-can't-buy-it-make-it basis, the band played during underway fueling operations and while maneuvering alongside other destroyers in formation.

The band first attracted notice when it serenaded crewmen of the fleet oiler *uss Caloosahatchee* (AO 98) during an underway fueling operation.

The band's busiest time at sea came another day when it played from sunrise to shortly before sunset. The band played on while *Beatty* delivered guard mail to nine other destroyers in the formation.

The *Beatty* bandsmen had to surmount many an obstacle before they could start making music. A trumpet was contributed by a shipmate who was about to throw it away. It was a leaky affair. Its loose parts had to be soldered and its creaking valves bound with rubber bands before it would function.

The trombonist, Jack Skiver, QMSN, bought his instrument for \$10 in Yokosuka, Japan. "Strange as it seems," he says, "it plays pretty well. But I have to keep going over the slide with bright-work polish. Otherwise it rusts and won't budge."

The bandsmen are proudest of

their drum. No one knows where the frame actually came from. Evidently it was on board when the ship was commissioned in 1945. At any rate it was still serviceable, so the bandsmen made drumheads for it out of sail canvas. A pair of screwdrivers serve as drumsticks.

"We treat this instrument carefully," says the band's leader, "except when we have movies topside. Then it's used as a seat."

Among the bandsmen are LTJG T. E. Lukas, the band's mentor, and Joe Goolsby, RMSA. The officer once had his own nine-man combo in Pittsburgh, Pa. Seaman Goolsby holds a degree in music from East Tennessee State College. The "bandmaster" is Dominick DiVirgilio, SKSN, erstwhile leader of a dance band in Middletown, N. Y.

The band's musical arrangements got off to just as slow a start as the instrument collecting. Starting from scratch, the leader and the trumpet man at first wrote their own from sheet music written for piano—ballads and sentimental tunes mostly. But fueling operations, they decided, needed more rousing music. Musicians of *uss Cascade* (AD 16) helped them out by contributing a stack of marches. Now those being serenaded by the *Beatty* band are given the full treatment from marches to sweet music to sizzling jazz.

## Increases Are Authorized in Allowances for Officers and EMs Assigned to Shore Patrol Duty

A new basic directive concerning shore patrol orders and expenses has been issued. Though it incorporates much of the information contained in an earlier directive, it makes certain changes of special importance to the officer or enlisted man assigned shore patrol duty. Among them:

- An increase of 14 per cent in the subsistence rate for personnel on shore patrol duty.
- An increase in the enlisted men's quarters allowance (when "off station" lodging is required) from \$1.50 to \$3.50 daily.
- Allowance for officers (including midshipmen) from shore stations of \$3.50 for additional quarters when such are required.

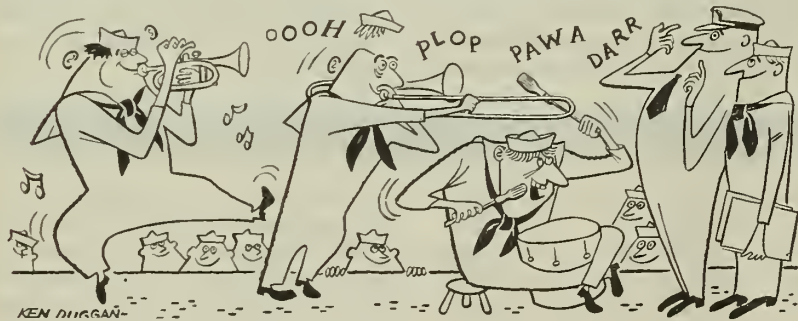
In brief, an officer or enlisted man performs shore patrol duties under one of two general conditions: temporary or permanent. The most common form is that performed on a temporary basis by those attached to a ship or station whose main billet is within that activity. S.P. duty in this case is an "extra curricular" detail. It may be an "Augmenting Shore Patrol" (which assists the Permanent Patrol) or a "Ship-Shore Patrol," which would cover an area where no permanent patrol is located.

The permanent patrol (Permanent Area Shore Patrol) is formed of personnel whose chief billet is S.P. duty.

Here are some of the highlights of the new directive—SecNav Inst. 1030.6 (6 Jun 1953).

Enlisted men assigned to permanent S.P. duty receive allowances for commuted rations (ComRats) if rations in kind (at a nearby Navy mess hall, for example) are available. This amounts to \$1.10 daily. If rations in kind are not available a higher allowance—basic allowance for subsistence (BAS) is authorized. This has been increased by 14 per cent to \$2.75 daily. In either case, they retain their entitlement to a basic allowance for quarters, as spelled out in Chapter Four, *BuPers Manual*.

EMs on temporary S.P. who are subsisted in kind at their permanent or temporary duty stations are en-



## Navy Regs No Longer Requires Log Entries of EM Transfers

Quartermasters of the watch will no longer have to log in and out enlisted personnel being transferred or received on board, according to BuPers Notice 5211 of 6 Aug 1953.

The Notice, which draws atten-

tion to a change in Art. 1037, U.S. Navy Regs. 1948, states that Change Three now being distributed, no longer requires recording receipts and transfers of enlisted personnel in the ship's log.

The change doesn't affect officers who will continue to be logged when received or detached.

titled to the subsistence allowance when performing S.P. duty, as follows:

- Within the continental U.S. when rations in kind are not available—a cash allowance of one-third the daily BAS for each meal while absent from the duty station but in a non-travel status.

- Outside the U.S. when rations in kind are not available, the above allowances are authorized, plus the applicable station per diem allowance for subsistence as listed in *Joint Travel Regs.* Per diem for subsistence varies according to the location.

EMs assigned temporary S.P. duty and who are in receipt of ComRats are entitled as follows:

- Within continental U.S.—They have the choice of continuing in receipt of ComRats on S.P. duty days or of receiving one-third the daily BAS for each meal taken.

- Outside the U.S.—They have the choice of (1) continuing their ComRats (plus the station per diem allowance for subsistence) or (2), or receiving one-third the daily BAS for each meal taken (plus the station per diem allowance for subsistence.)

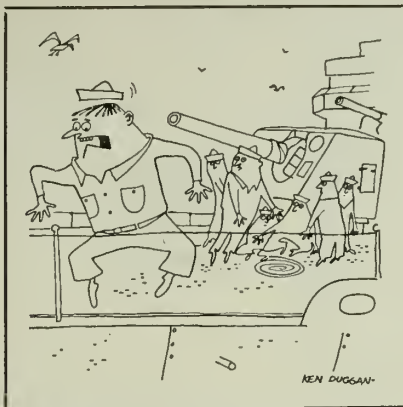
If EMs are assigned from a ship, or are assigned to duty outside the metropolitan duty station, and are required to procure additional quarters (or lodging), they can expect to collect as follows:

- Within the continental U.S.—They are reimbursed for actual expenses for each day quarters not to exceed the maximum allowance of \$3.50 daily.

### **Quals Manual Declassified, Check-Off Lists Authorized**

The *Manual of Qualification for Advancement in Rating*, NavPers 18068 (revised), has been declassified. This means that qualifications for advancement for each rating can be printed in training courses, individuals can be furnished with complete copies of the qualifications required for their next rating, and Naval Reservists can be given individual practical factor check-off lists.

To limit distribution to authorized individuals the notation "For Official Use Only" is added to the title page.



"My, gosh! Cranch fell overboard—and he's supposed to stand by for me tonight!"

### **Language School Is Open to Active Duty USN, USNR Officers**

Applications are being accepted from eligible officers of the Regular Navy and Naval Reserve on active duty for language courses at the U.S. Naval School, Naval Intelligence, Washington, D. C.

Those eligible are ensigns and above who have not attained the age of 30 and have completed a minimum of two and one-half years of college, or the equivalent. Ensigns must have completed one year of duty in their current assignment.

In addition to providing a practical command of a language, the school offers a brief summary of the culture of the country. This summary includes the political, economical, sociological and geographical factors of the area.

Six hours of daily classroom instruction with four hours of daily preparation outside the classroom and a high degree of concentration and language-learning ability are required of the student.

Classes will convene as follows: Chinese, Turkish, first Monday in January; Arabic, Persian, German, Swedish, Italian, Spanish and Portuguese, first Monday in January and July; Russian and French, first Monday of each quarter.

Applications must be accompanied by a language qualification form (NavPers 584) and should be submitted via official channels to the Bureau of Naval Personnel (Attn. Pers-C122).

Naval Reserve officers must agree to serve on active duty for at least one year for each six months of instruction received.

### **Commissions Are Being Offered To Certain Enlisted Personnel In the Medical Service Corps**

Appointments to the grade of ensign in the Administration and Supply Section of the Medical Service Corps, Regular Navy, are offered to certain qualified men and women applicants of the Regular Navy who meet the requirements outlined in BuPers Inst. 1120.15.

This instruction establishes the procedures for submitting applications and outlines the eligibility requirements for USN personnel in the Hospital Corps who are now serving in a permanent or temporary status of commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class, or dental technician first class.

Petty officers first class must have served in that rating and rate for one year prior to the examination date of 15 May.

This program will continue on an annual basis. Deadline for submission of applications is 1 May each year. A written examination of the objective type on Medical Department administration will be given to all applicants on 15 May each year. These deadline dates and examination dates however, are subject to change.

Candidates must have passed their 21st but not their 32nd birthday (at the date of appointment). They must be U.S. citizens and meet the physical requirements for appointment in the Staff Corps of the Regular Navy.

The minimum educational requirement is the completion of four semesters (two years) of work or its equivalent toward a degree in an accredited college or university.

Women are not eligible if married, or a mother or step-parent of a child under 18 years of age.

The procedures for submission of applications and other requirements are contained in the instruction.

Active duty Naval Reservists with certain Hospital Corps and Dental Corps rates may apply for appointment to commissioned grade in the Naval Reserve under provisions of another directive, BuPers Inst. 1120.10 which was covered in ALL HANDS, January 1953, p. 43.



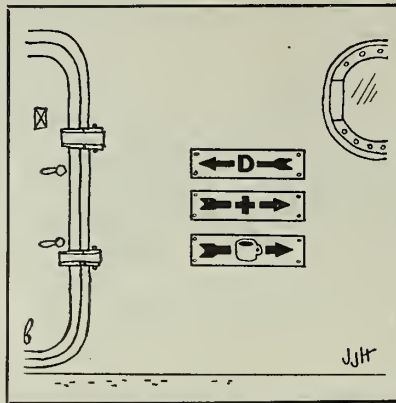
## Officer Precedence Determined By Date of Rank in Present or Preceding Grades in Ties

A number of letters have been received by ALL HANDS indicating that some Naval Reserve officers on active duty are in doubt as to their precedence in relation to Regular Navy officers. Here, in brief, are a few pertinent points on this subject.

The primary factor in determining precedence is the date of rank in grade. This is true for officers on the active list of the Regular Navy, for officers of the Naval Reserve and for officers on retired lists.

All officers on active duty in the Navy are placed on one of the lineal lists established by the Officer Personnel Act of 1947 with precedence determined by their date of rank in grade. These lineal lists have provision for line or Staff Corps designation as appropriate.

Both Regular Navy (permanent and temporary) and Naval Reserve officers are included on the lists. (The lists do not include Reserve officers on active duty in the Naval Reserve Program or retired officers currently on active duty.) "Temporary officers," as the term is used here, are officers of the Regular Navy whose permanent status is below that of the grade of ensign. Permanent status as a war-



—J. J. HENEHAN, SKSN, USN.

rant officer or enlisted man has no effect on current precedence.

In case a Naval Reserve officer on active duty wants to determine his precedence in relation to a Regular Navy officer with the same date of rank in grade he should compare *date of rank in each preceding lower grade*, down to the grade of ensign, until the tie is broken.

For example, consider three lieutenant commanders with 3 Oct 1945 as a date of rank. One, a Naval Academy graduate, became a lieutenant on 4 Oct 1943. The second, a temporary officer, became a lieutenant on 4 Sept 1943. The third, an active duty Naval Reservist, became a lieutenant on 4 Aug 1943. The Naval Reservist, therefore, would be senior.

## NSLI and USGLI Permanent Policies May Be Reinstated, Requirements Are Relaxed

Requirements have been relaxed to allow certain Navymen to reinstate lapsed permanent plans of National Service Life Insurance or U.S. Government Life Insurance.

Navymen overseas may reinstate lapsed permanent plans of NSLI or USGLI if the lapse was due to lack of payment of premium while they were applying for a waiver of the "pure insurance risk" portion of their premiums.

"Waiving" the pure insurance risk of a premium means the Navyman does not pay that portion of the premium which insures his life from month to month.

Many Navymen choose to waive this portion of their premiums since they are covered anyway by the free indemnity under the Servicemen's Indemnity and Insurance Acts of 1951 which provide a free \$10,000 indemnity to members of the armed forces on active duty and up to 120 days after discharge or separation.

Even though they waive the pure insurance risk part of their premiums, Navymen must pay the remaining portion of the premium into the "reserve" or "investment" portion of the policy if they wish to keep it in force.

Many personnel discontinue their allotment when applying for a waiver on their permanent plan of insurance and subsequently their insurance lapses. Policies which have lapsed for less than 90 days may be reinstated simply on the basis of the policy holder's statement of health. A complete medical exam normally is required for those whose policies have lapsed for more than 90 days.

For those who fail to receive their notice of lapse before the 90-day period expires, due to overseas assignment or other military circumstances, the VA has relaxed the requirement of a complete medical exam when applying for reinstatement.

Instead of the complete medical examination, a certification made by a medical officer on Part II of VA Form 9-352 (July 1952), "Application for Reinstatement (Medical)," will be accepted. When conditions preclude the filling in of this form by a medical officer the applicant's CO may make the certification.

## Safe-Cracking Sailor Gets Paid for It

The Navy is rich in specialized skills. But here's one that requires a magic touch and sensitive ears.

Cracking safes — legally — is one of the oddest jobs ever assigned to a Navy man. You won't find it listed in the *Navy Enlisted Job Classification* (NavPers 15105 Rev), nor is there an Enlisted Correspondence Course on the subject. Eugene J. Coughlin, DC1, USN, crewman in USS *Lake Champlain* (CVA 39), occupies a lot of his time opening safes and locks and making keys. He has broken open safes from Iwo Jima to Hiroshima, Japan.

The toughest assignment of Coughlin's "safe cracking" career came during World War II, when he was attached to a Seabee unit on Iwo Jima. It was payday but the paymaster's safe wouldn't give. Coughlin was called in and com-

pleted the job in a day and a half. "Most safes," he says, "can be opened in a matter of minutes."

Another highlight in the safe-cracker's career came after the Japanese surrender when he was called upon to open a number of safes in atom-bombed Hiroshima. Contents were important military documents.

While Navyman Coughlin's talents are unusual, he is not unique among sailors. In September 1950 ALL HANDS printed a story about trades of EMs (page 10), which included an account of a sea-going safe-cracker, Charles R. Smith, DCC, USN. Before that issue went to press, our editorial offices had occasion to call on Chief Smith to give us a hand when our safe was jammed tight (see page 64, same issue.)

## Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in August.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*The Girl Next Door* (1237) (T); Musical; Dermis Day, June Haver.

*City That Never Sleeps* (1238); Melodrama; Gig Young, Mala Powers.

*South Sea Woman* (1239): South Sea Adventure; Burt Lancaster, Virginia Mayo.

*Roar of the Crowd* (1240): Drama; Howard Duff, Helene Stanley.

*Shoot First* (1241); Spy Drama; Joel McCrea, Evelyn Keyes.

*The Desert Song* (1242); (T): Musical; Kathryn Grayson, Gordon MacRae.

*The Big Frame* (1243): Murder Melodrama; Jean Kent, Mark Stevens.

*Shane* (1244) (T): Western Melodrama; Alan Ladd, Jean Arthur, Van Heflin.

*Sea Devils* (1245) (T): Adventure Melodrama; Yvonne DeCarlo, Rock Hudson.

*Raiders of the Seven Seas* (1246)

(T): Adventure Melodrama; John Payne, Donna Reed.

*Loose in London* (1247): Comedy; Leo Gorcey, Huntz Hall.

*Young Bess* (1248) (T): Romantic Drama; Jean Simmons, Stewart Granger, Deborah Kerr, Charles Laughton.

*The Last Posse* (1249): Western Drama; Broderick Crawford, John Derek.

*Let's Do It Again* (1250) (T): Musical Comedy; Jane Wyman, Ray Milland, Aldo Ray.

*Hans Christian Anderson* (1251) (T): Musical Melodrama; Danny Kaye, Farley Granger.

*Bad Blonde* (1252): Melodrama; Barbara Payton, Frederick Volk.

*The Vanquished* (1253) (T): War Melodrama; John Payne, Jan Sterling.

## 'Personal Affairs' Booklet Available in Revised Edition

The booklet *Personal Affairs of Naval Personnel* (NavPers 15014 Rev. 1953) has been completely revised and is now available from district printing and publication offices (in accordance with *BuPers Manual*, Art. B-3202), or from normal source of Marine Corps supply.

The purpose of this handbook is to provide a ready reference for the division officer and Marine Corps company commander concerning matters affecting the personal affairs of naval personnel.

It will enable these officers to carry out their responsibility to inform, guide and assist all personnel in matters relating to the rights, benefits and privileges to which they and their dependents may be entitled. The handbook is also an aid in giving constructive advice and suggestions on many personal problems.

The new issue contains 10 chapters, divided into several sections, covering such matters as Pay, Allowances, Allotments of Pay; Personal and Family Matters; Life Insurance; BAQ; Medical Care for Dependents; Educational Opportunities; Assistance with Critical and Acute Personal Problems, and Casualties.

Revisions will be issued in loose-leaf from time to time in the form of Navy directives in order to keep the subject matter current with official instructions, new laws and Navy regulations.

## Saved by the Bell— And the Coast Guard

A 200-pound U. S. Navy ship's bell saved a Chinese junk from shipwreck off Barnegat Light, New Jersey recently. Later, the bell was presented to the townspeople as a gift from the Navy.

How the Navy happened to be operating *Amoy*, a 68-foot, 300-ton Chinese sailing vessel so far from its home waters, and how the ship's bell kept the vessel from being shipwrecked, makes an unusual sea story.

Scientists of the Office of Naval Research wanted to make special tests at sea with a vessel of this type. So the three-masted *Amoy*, was acquired on a loan basis from its owner in New Rochelle, N. Y. The Naval Supply Depot, Bayonne, N. J., helped outfit the junk with special gear, including a three-foot bronze bell.

As the strange craft, commanded by her owner with his crew of three including a Navy liaison officer from ONR, passed Barnegat Inlet, it ran into bad weather and a strong rip-tide. To halt the vessel's fast drift toward shore, the crew lowered the anchor but it failed to hold. Something heavier was needed. The anchor was hauled on board and the ship's bell attached. This time the drag was slowed and a wreck on the beach rocks was avoided. Later, the ship did run aground but the bell was credited with helping to prevent a total loss.

Coming to the rescue, a U. S. Coast Guard vessel towed the junk into port.

Fortunately an old Swedish boat-builder who had spent many years in China and knew all about Chinese craft, had made his home at this same location on the Jersey coast. He helped the Navy men repair *Amoy's* damage.

Repairs were soon completed and the ship was ready to get underway to continue with the Navy tests. But, before the skipper ordered all hands of his three-man crew to "Set the special sea detail," he presented the ship's bell to the Swedish boat-builder, Alex Sundquist, for use in the belltower of the town's church.

## QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 7.

1. (b) Marline hitch.
2. (c) Round turn and two half hitches.
3. (c) *Banshee*.
4. (a) F2H-1 fighter.
5. (c) Open chock.
6. (a) Guiding lines from a ship's deck.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SevNav Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 34—Sets a limit of 100 hours on "proficiency flying" time available to naval officers, except for naval aviators or aviation pilots actually assigned to operational, test or training flight billets.

No. 35—Makes a minor change in SecNav Inst 4600.1.

No. 36—Gives information on retention or release of Naval Reserve officers in the grade of lieutenant

## Correspondence Courses Are Cinch for Key West Lieutenant

Lieutenant Fred Mann, USN, stationed at the Fleet All Weather Training Unit, Atlantic, based at Key West, Fla., is a busy man, off duty and on.

Over a period of six years, the Key West-based lieutenant has completed no less than 36 — count 'em — 36 correspondence courses.

Making good use of an estimated 1600 off-duty hours, he has successfully completed 25 Naval Officer Correspondence courses, 8 Armed Forces Institute courses and 3 Naval War College courses.

He has used the USAFI courses to supplement his general education and the naval courses to further his knowledge of the Navy in general and his duties as a Naval Aviator in particular.

Currently he has his eye on five more USAFI and Navy courses—after which he says he plans to hang up his pencil and take a vacation from the books.



"O.K., let's fall in for muster!"

and above during the latter part of 1953.

No. 37—Narrows the promotion zones for officers to be considered for promotion to the grade of captain during fiscal 1954.

No. 38—Authorizes commanding officers to grant leave for Jewish High Holy Days.

No. 39—Narrows the promotion zones for officers to be considered for promotion to commander during fiscal 1954.

No. 40—Announces the selection or temporary promotion to the grade of rear admiral of six officers of the Staff Corps.

No. 41—Announces the results of a selection board which recommended a number of commanders in the line of the Regular Navy and Naval Reserve for promotion to captain.

No. 42—Announces the results of a selection board which recommended nine officers of the Marine Corps for temporary promotion to the grade of major general.

No. 43—Refers to SecNav Instruction 1920.2 of 20 Aug 1953 which establishes the policy for resignations of officers commissioned in the future in the Medical or Dental Corps after four years' active service.

### BuPers Instructions

No. 1000.1A—Brings up to date instructions concerning the assignment of Navy bands and orchestras.

No. 1120.19—Restates for the Navy Directive System the regulations whereby commissioned officers of the Medical, Dental, Nurse and Medical Service Corps, Reserve or Regular Navy, may resign and then be transferred to the Army or Air Force.

No. 1301.10A—Revises procedure for writing orders for Reserve offi-

cers ordered to active naval service.

No. 1320.3A—Advises commands of the proper distribution of copies of orders of Naval Reserve officers being ordered to, or released from, active duty so that these officers may get due credit for their service time.

No. 1340.1—States that officers assigned duty in MSTs area offices or in ships afloat, and enlisted men assigned duty in ships afloat, are in "sea duty" billets and that their permanent station is the sub-area or office headquarters.

No. 1440.10—Gives full procedure for the consolidation of aviation electronicsman ratings (AL) with aviation electronics technician (AT) into one rating (AT).

No. 1520.27—Summarizes eligibility requirements for language courses conducted at the U. S. Naval School, Naval Intelligence, Washington, D. C.

No. 1520.28—Lists the quotas assigned Fleet commanders for certain schools and gives information on allocation of continuing quotas.

No. 1650.2—Gives revised instructions on wearing the Armed Forces Reserve Medal and Naval Reserve Medal.

No. 1650.3—Announces the establishment of a new medal, the National Defense Service Medal, for those who served during the Korean emergency, and lists eligibility requirements and precedence of the medal.

No. 1741.4—States the policy under which commercial insurance agents may solicit business at a military installation.

No. 1741.5—States that commercial insurance is now available to cover a Navyman during a "non-operational" aircraft flight, insurance that will cover him over and above his permanent life insurance.

No. 1770.1—Announces publication and distribution of a new manual to be used by all Navy and Marine Corps personnel acting as escorts at a burial.

No. 3370.2A—States that there is a continuing need for mine warfare officers and requests applications for advanced training in mine warfare from both USN and USNR officers.

No. 4631.2—Gives the revised policy on transportation of Navy personnel via "air taxi" within the continental U. S.

### BuPers Notices

No. 1412 (30 July 1953)—An-

nounces the convening of selection boards to recommend for promotion to the grade of captain and commander eligible officers of the Staff Corps.

No. 1552 (31 July 1953)—Concerns application by Naval officers for a subscription to the *Naval War College Review* (formerly called *Information Service for Officers*).

No. 1088 (31 July 1953)—Summarizes new, uniform standards for reporting battle casualties for the Navy and the other branches of the armed services.

No. 1430 (31 July 1953)—Authorizes advancement to Chief Petty Officer of 46 Navymen who carry designations as Aviation Pilots.

No. 1050 (1 Aug 1953)—Gives regulations on Christmas leave to all training activities under BuPers control.

No. 5211 (6 Aug 1953)—States that quartermasters of the watch need no longer record the receipt and transfer of enlisted personnel in the ship's log.

No. 1626 (13 Aug. 1953)—Announces the distribution of a new Navy film series, "This Is the Code,"

a series which deals with the Uniform Code of Military Justice.

No. 1750 (17 Aug 1953)—Advises naval personnel of the new law establishing an annuity plan of survivor's benefits for retired Navymen.

No. 1626 (20 Aug 1953)—Makes a minor change in BuPers Instruction 1626.10 (Change One) which relates to disciplinary action taken on personnel for unauthorized absence.

No. 1221 (26 Aug 1953)—Announces a change in name of the *Manual of Enlisted Job Classifications*, NavPers 15105 (Revised).

No. 1440 (28 Aug 1953)—Concerns changes in rating and lists ratings currently "in excess" or "critical."

## You Can Still Win That \$1000 If You Compose a Tuneful March

A deadline date for Navy entries in the Armed Forces March-composing contest has been established. According to BuPers Notice 1710 of 25 June 1953, entries must be submitted by registered mail to the Chief of Naval Personnel (Attn: Pers G113) to arrive not later than 4 Jan. 1954.

The following information, in duplicate, must be submitted with each entry: Name, date, rank or rate, service or file number, military address, home-town newspaper, permanent home address, title of composition and an informative paragraph including any interesting details about the march and conditions under which it was written.

In addition, the following statement must be signed by each contestant and witnessed by his special services officer or any other officer so designated by his commanding officer: "I hereby certify that I have read and agree to abide by the rules and regulations established by BuPers Notice 1710. Permission is hereby granted to the Department of Defense to copy, arrange and perform my march (Title '.....'), herewith submitted as an entry in the Armed Forces March Competition. All other rights are reserved by me."

Other information on this contest in which some Navyman may win a \$1000 cash award is contained in the April 1953 ALL HANDS, on page 44.

## Jet Pilot Blasts His Way Across Country Twice in a Day

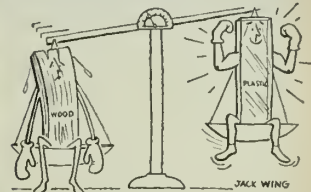
Lieutenant Commander George Whisler, Jr., USN, of Air Transport Squadron 31, stationed at NAS Norfolk, recently made a round-trip that started him off with breakfast in Norfolk, lunch at his destination in San Diego and back to Norfolk for dinner—all in the same day and in two different airplanes.

Starting out on a typical VR-31 mission of delivering new aircraft, LCDR Whisler left NAS Norfolk at 0518 in an F9F-6 *Cougar* jet. After fuel stops at Memphis, Tenn., and Big Springs, Texas, he arrived at NAS San Diego in time for lunch.

Lunch took one hour. Then, fast take-off in an F3D Skynight, a night jet fighter, with one fuel stop at NAS Dallas, Texas, brought him back to Norfolk at 1915, in time for dinner.

In flying the 4281 nautical miles, LCDR Whisler averaged 382 knots for a total flying time of 11 hours and 12 minutes.

Plastic is taking over in "ship building." The David Taylor Model Basin is experimenting with the use of plastics for its ship models. Previously wood was used. Plastic has advantages over wood. It is lighter and usually stronger. This is desirable be-



cause this strength permits the shell of the model to be made thinner leaving more room inside for instruments.

★ ★ ★

Plastic models can be ballasted much more accurately than any other kind. Color can be added, eliminating the use of paint. Plastic models pick up less moisture.

★ ★ ★

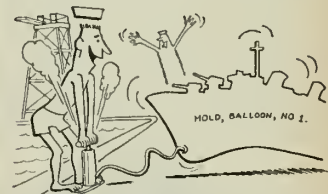
Making the model begins with a pattern of the hull. The pattern is finished with a lacquer, coated with wax and polished. It is then sprayed with



a resin or a mixture of tin and bismuth. The coated pattern is next suspended in a box and the box filled with a special plaster to back up the mold.

★ ★ ★

The pattern is then removed leaving behind the resin or metal mold. Next comes layers of glass cloth and plastic resin applied to the mold. An inflated rubber balloon made in the shape of



the mold maintains pressure on the plastic while it forms. Like plastic toys the plastic models can have appendages added or the whole model changed for another use. When small models are made the balloon core is not used. Instead, two half sections are glued together.



# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ ROANE, Virginius R., CAPT, USN, Commander Transport Group 90.2 from 30 Jun to 30 Oct 1950. Captain Roane worked industriously and continuously in the training of ships, ships' crews and boat crews in preparation for the tremendous undertaking of transporting personnel, arms and supplies of the First Marine Division for assaults upon the enemy, and was successful in bringing his group to a high level of combat readiness and efficiency, and in supervising the planning and execution of the amphibious operations at Pohang-dong, Inchon, and Wonsan. Although greatly handicapped by limited and inexperienced personnel, shortage of material and the difficulty of assembling many ships from points in the U.S., he effectively arranged for and personally supervised the combat loading of his vessels and, despite the heavy weather of a typhoon, helped make it possible for the ships of the transport group to arrive without damage in the objective area, well prepared for their tasks.

Gold star in lieu of second award:

★ FECHTELER, William M., ADM, USN, Chief of Naval Operations and member of the Joint Chiefs of Staff from 16 Aug 1951 to 15 Aug 1953. Admiral Fechteler's cooperation was of the highest order as a member of the Joint Chiefs of Staff in making strategic plans for the defense of the U.S. He exercised the highest quality of command as the Chief of Naval Operations in directing the unified commands for which he was the naval executive agent. He was responsible for instituting an orderly program of new construction and replacement of obsolete naval vessels in order to maintain the high combat readiness demanded of the operating naval forces.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ HERDER, Harry J., Jr., HM3, USN, serving with a Marine Infantry Company on 13 Mar 1952.

★ HILLERUD, Roger E., HN, USNR, serving with a Marine Infantry Company on 11 Sep 1951.

★ HOLMAN, Charles R., LTJG, USN (posthumously), serving in Attack Squadron 195 on 1 Aug 1952.

★ HOLTZ, Jack, HM3, USNR, serving with a Marine Infantry Company on 9 Sep 1951.

★ JEFFORDS, William D., HM3, USNR, serving with a Marine Infantry Company on 23 Apr 1951.

★ MEANS, James A., HM3, USNR, serving with a Marine Rifle Company on 31 May 1951.

★ MORRIS, Lester A., HM1, USNR, serving with a Marine Rifle Company on 31 May 1951.

Gold star in lieu of second award:

★ RODERICK, Stanley L., HN, USNR, serving with a Marine Rifle Company on 16 Jun 1951.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ GUTHRIE, William L., CDR, USN, serving on the staff of Commander Carrier Division One and Commander Task Force 77 from 23 Jun to 18 Dec 1952. Combat "V" authorized.

★ MCCLUSKEY, Clarence W., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 3 Mar to 25 Jul 1952. Combat "V" authorized.

★ ROWE, John F., CDR, USNR, Chief Staff Officer and Planning Officer on the staff of Commander Western Pacific Minesweeping Group and Commander Mine Squadron Three from 26 Jul 1951 to 28 Jul 1952. Combat "V" authorized.

★ SEIM, Harvey B., CDR, USN, CO of USS *Barton* (DD 722) on 16 Sep 1952. Combat "V" authorized.

★ STUART, William A., CAPT, USN, Assistant Operations Officer from 28 Feb to 22 Jun 1951, Operations Officers from 23 Jun 1951 to 10 Jun 1952, Acting Assistant Chief of Staff from 10 Jul 1951 to 22 May 1952, on the staff of Commander Naval Forces Far East.

★ WARD, James H., CAPT, USN, CO of USS *Bremerton* (CA 130) from 12 May to 21 Jul 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ FOX, Charles W., VADM, SC, USN,

Chief of Naval Material from 10 Oct 1951 to 1 Aug 1953.

★ MCDANIEL, Eugene F., CAPT, USN, senior Naval Liaison Officer with the Eighth United States Army in Korea from 1 Jul 1951 to 1 Aug 1952.

★ WOOD, Hunter, Jr., CAPT, USN, CO of USS *Toledo* (CA 133) from 18 Apr to 14 Nov 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ ADAMS, Richard C., LTJG, USN, serving in Fighter Squadron 112 on 26 May 1952.

★ ATHERTON, Raymond, AT3, USN, serving in Patrol Squadron 42 from 17 Jul 1950 to 27 Jan 1951.

★ BAKER, Andrew J., AL1 USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 3 Feb 1951.

★ BARTON, Leroy L., AC1, USN, helicopter pilot on 21 Jan and 4 Feb 1952.

★ BELT, Elwin N., AD1, USN, serving in Composite Squadron Three from 5 Aug 1950 to 1 Feb 1951.

★ BENNETT, Syd A., LTJG, USN, serving in Fighter Squadron 114 on 18 Feb 1952.

★ BORGERDING, Howard A., LT, USN, serving in Fighter Squadron 194 on 3 Feb 1952.

★ BRADLEY, Altus E., LCDR, USNR, serving in Fighter Squadron 884 on 10 Sep 1951.

★ BREHM, William W., CDR, USN, serving as Commander Carrier Air Group 101 on 10 Aug 1951.

★ BREWER, Lowell R., ENS, USN (posthumously), serving in Fighter Squadron 191 on 2 Mar 1951.

★ BRITTON, Jolly W., AD1, USN (missing in action), serving Patrol Squadron 47 from 2 Jul to 25 Dec 1950.

★ BRUBAKER, Donald E., LCDR, USNR, serving in Fighter Squadron 194 on 23 Apr 1952.

★ BUSS, Chester W., ADC, USN, serving in Helicopter Squadron One on 24 Sep and 3 Oct 1951.

★ CAMPBELL, Ivan R., LTJG, USNR, serving in Attack Squadron 702 on 13 Jul 1951.

★ CARLQUIST, Roger, LTJG, USN, serving in Fighter Squadron 114 on 16 May 1952.

★ CARR, Charles H., CDR, USN, CO of Attack Squadron 115 on 23 Jun 1952.

★ CARTER, Charles C., LTJG, USN, serv-



ing in Fighter Squadron 653 on 10 May 1952.

★ CHALBECK, John A., LTJG, USNR, serving in Fighter Squadron 721 on 7 May 1951.

★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 on 16 Jan 1952.

★ CONRAD, David C., ENS, USNR, serving in Carrier Air Group 101 on 20 May 1951.

★ COX, Sidney S., LTJG, USN, serving in Fighter Squadron 114 on 29 May 1952.

★ CREAMER, Ralph J., AN, USN, serving in Composite Squadron Three from 5 Aug 1950 to 1 Feb 1951.

★ CURTIS, Valleau E., ENS, USN, serving in Fighter Squadron 113 on 25 May 1952.

★ DALEY, Bradley L., LTJG, USN, serving in Fighter Squadron 114 on 15 Apr 1952.

★ DAVIS, Thomas, LT, USN, serving in Fighter Squadron 653 on 16 Jan 1952.

★ DAVIS, Thomas E., LTJG, USNR, serving in Fighter Squadron 791 on 10 Aug 1951.

★ DILLEN, William R., LTJG, USN, serving in Fighter Squadron 52 on 16 Jan 1952.

★ DIMATTEO, Dominic J., LTJG, USN, serving in Carrier Air Group 101 on 18 Apr 1951.

★ DOLTON, Robert L., LT, USNR, serving in Helicopter Squadron One on 15 and 16 Jul 1952.

★ DOWNS, Leslie R., LTJG, USN, serving in Fighter Squadron 783 on 27 Sep 1951.

★ EDINGER, Raymond S., LCDR, USNR, serving in Fighter Squadron 653 on 8 Feb 1952.

★ ELLIOTT, William H., LTJG, USNR, serving in Fighter Squadron 721 on 10 Aug 1951.

★ ELY, John D., LT, USNR, serving in Carrier Air Group 101 on 16 Sep 1951.

★ EPEETER, Gus W., ENS, USN, serving in Carrier Air Group 101 on 13 May 1951.

★ EVANS, Hubert T., LTJG, USN (posthumously), serving in Fighter Squadron 93 on 16 Feb 1953.

★ EVANS, Ralph L., Jr., LT, USNR, serving in Fighter Squadron 653 on 6 Jan 1952.

★ FARWELL, Jack M., LT, USN, helicopter pilot from September through November 1951.

★ FAULCONER, Hillery F., LT, USNR, serving in Attack Squadron 702 on 29 May 1951.

★ FLEMING, Howard J., LT, USNR, attached to Composite Squadron Three on 9 Mar 1952.

★ FREITAS, Leo T., LTJG, USNR (posthumously), serving in Fighter Squadron 23 on 11 Aug 1952.

★ GAUDETTE, George A., LT, USNR (posthumously), serving in Attack Squadron 923 on 15 Nov 1952.

★ GRAY, Paul N., CDR, USN, serving

in Fighter Squadron 54 on 14 Sep 1951.

★ HALL, Allen M., AT3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.

★ HAMILTON, George, LTJG, USN, helicopter pilot on 22 Oct 1951.

★ HARRIS, Elvin R., ENS, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.

★ HENDERSON, Marvin D., LCDR, USNR, serving in Attack Squadron 702 on 24 Jun 1951.

★ HENDRICKSON, Harvey L., Jr., LT, USNR, serving in Fighter Squadron 783 on 26 Aug 1951.

★ HERRINGTON, Kenneth P., Jr., LTJG, USN, serving in Carrier Air Group 101 on 20 Jun 1951.

★ McDONALD, Jack H., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 2 Feb 1951.

★ MOLLIGO, John J., AO1, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 18 Jan 1951.

★ MUSETTI, Daniel L., LTJG, USN, (missing in action), serving in Fighter Squadron 23 on 17 Oct 1952.

★ NAUMAN, Alfred E., Jr., LT, USN, (missing in action), serving in Fighter Squadron 871 on 17 and 18 Oct 1952.

★ NEWMARK, Herbert L., LT, USNR, serving in Fighter Squadron 874 on 21 Sept 1951.

★ ORZEL, Stanley R., ADC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 15 Feb 1951.

★ POWELL, Clues A., AL1, USN, serving in Patrol Squadron 42 from 24 August to 27 Dec 1950.

★ ROBIDA, Robert W., MACH, then ADC, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 31 Jan 1951.

★ WHITESEL, Carl W., AM1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WINTHER, Robert H., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

#### Gold star in lieu of second award:

★ EATON, Harry R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GILL, Roger J., LT, USNR, pilot of a helicopter on 14 Apr 1951.



#### NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MOON, James N., DCFN, USN, serving in *uss Corson* (AVP 37) on 5 Jan 1953.

★ RUVO, John, BM1, USN, serving in *uss Jarvis* (DD 799) on 14 Jan 1953.

★ THOMAS, George W., BM1, USN, serving in *uss Jarvis* (DD 799) on 14 Jan 1953.



#### BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ALLEN, Linn E., HM1, USN, serving with a Marine Infantry Battalion on 15 Apr 1951. Combat "V" authorized.

★ BOGARD, John C., QM2, USNR, attached to *uss Murrelet* (AM 372) on 31 May 1952. Combat "V" authorized.

★ CASSALIA, Peter T., LTJG, DC, USNR, serving with a Marine Medical Battalion from 8 May to 20 Sep 1951. Combat "V" authorized.

★ CLEMONS, Jep T., HN, USN, attached to a Marine Infantry Company on 10 Jun 1951. Combat "V" authorized.

★ COBB, Gene L., HN, USN, serving with a Marine Infantry Battalion on 26 Sep 1951. Combat "V" authorized.

★ FLEMING, William L., HN, USN, serving in a Marine Infantry Company on 12 and 13 Feb 1952. Combat "V" authorized.

★ GALLMAN, Rayford M., BT2, USN, serving in *uss Perkins* (DDR 877) on 27 Oct 1952. Combat "V" authorized.

★ GLANVILLE, Joseph C., HM2, USNR, attached to a Marine Infantry Company on 12 and 13 Sep 1951. Combat "V" authorized.

★ GRIMLEY, John R., HM3, USN, serving with a Marine Artillery Battalion on 19 Jun 1951. Combat "V" authorized.

★ GUSTAFERRO, Joseph F., LCDR, USN, serving in *uss Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ HAUN, Robert E., HM3, USN, serving with a Marine Engineer Company on 25 Sep 1950. Combat "V" authorized.

#### Gold star in lieu of second award:

★ AILES, John W., III, CAPT, USN, Chief of Staff to Commander Cruiser Division Three from 18 April to 2 Nov 1951. Combat "V" authorized.

★ ANDERSON, Clyde B., LCDR, USN, serving in *uss Helena* (CA 75) from 8 June to 27 Nov 1952. Combat "V" authorized.

★ BARHAM, Eugene A., CDR, USN, serving as a member of MSTs, Western Pacific, and later as a member of the Staff of Commander Naval Forces, Far East, from 30 Sept 1950 to 1 Jan 1952.

★ BURDICK, Robert S., CDR, USN, CO of *uss Blue* (DD 744) on 17 July 1951. Combat "V" authorized.

★ CONWELL, Lester C., CDR, USN, CO of *uss Kermit Roosevelt* (ARG 16) from 15 Aug 1950 to 28 July 1951. Combat "V" authorized.

#### Gold star in lieu of third award:

★ GUTHRIE, William L., CDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 21 Aug 1951 to 6 Mar 1952. Combat "V" authorized.



# BOOKS:

## OCTOBER READING LIST OFFERS FACT, FICTION

NAVYMEN are finding many good, new books—selected by the Bupers library staff—on the shelves of their ship and station libraries. Here are reviews of some of the latest volumes:

• *Blind Journey*, by Bruce Lancaster; Little, Brown and Company.

The author of *The Secret Road* (reviewed in ALL HANDS, August 1952) has written another novel dealing with the Revolutionary War.

Ward Gratwick, gunnery officer who served at Stony Point and Valley Forge, is taken prisoner by the British. En route to England, the brig carrying Lieutenant Gratwick is captured by a French privateer. Gratwick soon finds himself installed as secretary and confidential agent

to Benjamin Franklin, the United States' first minister to France.

Franklin sends Gratwick on a seemingly aimless journey with a sealed packet chained about his waist. After much wandering about France and a number of secret meetings, Gratwick reaches the port of Lorient where he boards the vessel *Le Sauvage Royal*—destination unknown.

Lancaster has woven quite a tale of American turn-coats, mysterious metal tubes hidden in hollow trees, fortune hunters, beautiful women, men wearing domino masks—not to mention battles ashore and afloat.

★ ★ ★

• *Hornblower and the Atropos*, by C. S. Forester; Little, Brown and Company.

Yes, that intrepid hero of the British Navy is with us again. This time, Horatio Hornblower is skipper of the *Atropos*, a 22-gun sloop. The year is 1805 and Napoleon is on the march.

In this novel—which fits into the Hornblower series between the volumes *Lieutenant Hornblower* and *Captain Horatio Hornblower*—Horatio is a rather junior captain in the King's service. His first assignment as skipper of *Atropos* is to supervise the military aspects of Lord Nelson's funeral.

Shortly thereafter, he embarks on a mission to search for gold and silver coin which went down with the sinking of the transport, *Speedwell*. In addition to his regular crew, Hornblower has the services of the great-nephew of the King as midshipman; the prince's high chamberlain as ship's doctor; three Ceylonese divers and a cantankerous Irish salvage expert—all of whom complicate Hornblower's mission.

Hornblower uses both brain and brawn in this action-filled yarn.

★ ★ ★

• *The Kentuckians*, by Janice Holt Giles; Houghton Mifflin Company.

Shortly before the colonists declared their independence from England, the push westward began gaining momentum in America.

Taking advantage of this westward migration, Colonel Henderson organized his Transylvania Company, designed to control Kentucky and make

a profit for the colonel and his partners. Other settlers felt the land should be administered by Virginia. A few—George Rogers Clark, for example—envisioned the area as a separate state.

This novel deals with frontier life during this period—the trials and hardships imposed by the weather, the land, hostile Indian tribes and the like. Then there is the war with England and the struggles of the settlers to obtain just administration of the new land.

Most of the people involved are straight from the pages of American history—only the three main characters are fictional. Yarn-spinner and central character is Dave Cooper, one of the leaders of the anti-Henderson group.

There are fights with Indians, political and romantic intrigues—all aimed at keeping you interested from beginning to end.

★ ★ ★

• *The Hidden Coasts*, by Daniel Henderson; William Sloane Associates.

In the last century, the Navy had an indefatigable officer in the person of Charles Wilkes who became especially noted for his work as an explorer and astronomer.

Against his father's wishes, Wilkes decided on a career at sea and became a midshipman. Applying himself, he developed into an excellent navigator, a good sea-going man.

Wilkes skippered an expedition to the Antarctic, charting some 1500 miles of the continent, continuing on into the South Seas and the Pacific Northwest, earning acclaim for all concerned.

During the Civil War, he gained additional fame by stopping the British ship, *Trent*, and removing four Confederate officials.

Wilkes was a strong-willed man. He didn't care whose ill-will he incurred if he felt he was helping the Navy and his country. Although a strict disciplinarian, he often went beyond the letter of his orders if he believed he was in the right. This occasionally got him into hot water with his fellow officers—both junior and senior. However, Wilkes retired as a rear admiral.

This is an interesting bit of naval history, showing the accomplishments of the Navy in scientific exploration as well as in time of war. It's a good book for Navymen to read.

## SONGS OF THE SEA

### Sailing

The sailor's life is bald and free,  
His home is on the rolling sea;  
And never heart more true or brave  
Than his who launches on the wave;  
Afar he speeds in distant climes to roam,  
With jangled song he rides the sparkling foam.

Chorus:  
Then here's to the sailor,  
And here's to the hearts so true,  
Who will think of him upon the waters blue!  
Sailing, sailing, over the bounding main;  
Far many a stormy wind shall blow,  
Ere Jack comes home again!  
Sailing, sailing, over the bounding main;  
Far many a stormy wind shall blow,  
Ere Jack comes home again!

—Old Sea Chantey







**ALL HANDS BOOK SUPPLEMENT**

# THE BIRTH OF A NAVY

**The Continental Navy—1775 to 1778**

**How the rebelling Colonists discovered a weak link in Britain's armor, conceived and built the first American fighting fleet, then sailed these ships with skill and daring over the length and breadth of the Atlantic.**

*America's first navy—the Continental Navy—was born out of the fires of the Revolution, out of the dire necessity to stop off the flow of men and material Great Britain was sending to these shores to throttle the rebellious Colonists.*

*That this infant navy could have had any success at all against the British Navy, the acknowledged "Queen of the Seas," was in itself remarkable. In terms of ships of all classes, guns, personnel and experience in the ways of the sea, Great Britain in the 1770s was way ahead of any combination of naval forces which could be set against her, much less the tiny group of ships sent out to do her battle by 13 diminutive Colonies 3000 miles across the sea.*

*As for the Colonies, what had they to fight with? In 1775, they had no—repeat—no navy. They had no comparable industry, manufacturing or economic stability. Even the Revolution itself was not a unanimous thing—there was a continual clashing of sectional interests within the country throughout the fighting.*

*But the Colonial patriots did have two assets which*

*stood them in good stead: they had a burning desire to establish their own form of government in their own way, and they had the will to fight for that privilege. Out of this resolve, grew the first American fleet.*

*This Book Supplement, taken from the pages of the publication "Status of the Navy Previous to 1800," prepared by the Bureau of Naval Personnel and published as a pamphlet in May 1943, tells of the crying need for a navy, how the Continental Congress and its Naval Committee authorized the first fighting ships, how the Marines came into being as "soldiers of the sea," how the Naval Committee found the necessary armament for its new ships and how these ships, along with the slim, fleet ships of American merchants, embarked on a war of attrition that disrupted the British supply line and stiffened the backbone of a country struggling to be born.*

**W**ASHINGTON'S position was desperate, defensive. The only possible strategy [in 1775] was one of

From "The Status of the Navy Previous to 1800," prepared by the Bureau of Naval Personnel, May 1943.



# THE BIRTH OF A NAVY

delaying action and withdrawal. Each skirmish or engagement saw his thin lines further depleted, shorter of guns, munitions and food; each ship arrival at a Massachusetts port saw the British stronger in these essentials of war. Time was precious. He had to strike in whatever way he could at the naval agency behind the mounting British power. He could wait for no Congressional resolution or enactments.

On his own responsibility, in the fall of 1775, [Washington] had the schooner *Hannah* fitted out and placed in command of Nicholas Broughton, a Captain of the Continental Army, primarily "to intercept the transport of the enemy carrying supplies and troops." This little schooner was the first of a small fleet of such vessels to sail under Continental pay and control; and hence, the first American man-of-war, though she is not to be confused with, or as of, the Continental Navy, for she never came under authority of the Navy Committee of Congress.

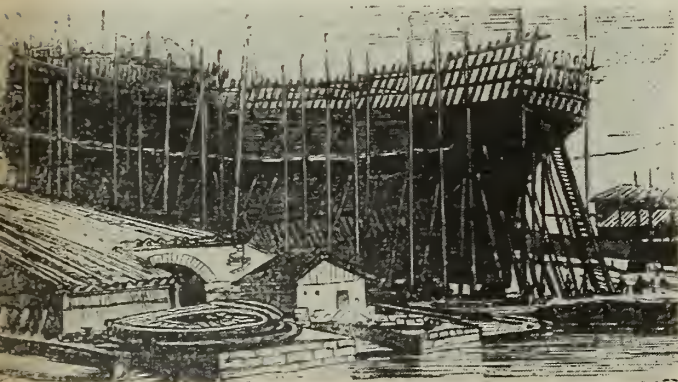
She and her sister ships were an impediment to British transport and supply, a distraction to the King's naval movements off and around the Massachusetts coast. She and these other ships, often operating under cover of night, gained Washington valuable time. What the outcome of the northern campaign might have been without them at this period may only be conjectured. What is more important, however, was the fact that the principle of attrition was applied here as a weapon against naval transport and supply and became a precedent strongly influential in the subsequent conduct of naval warfare by the Colonies.

As in the menace of British thrusts darkened at strategic points along the entire coastline, the expedient adopted by Washington in fitting out the *Hannah* made the Continental Congress a lively center of controversy over naval policy.

Two main schools of thought had already emerged. The one reasoned in traditional terms, ignored the significance of British naval strength, called for a fleet and concerted fleet action. The other had a sharper sense of Colonial limitations, was more experimentally inclined, more prone to adopt new methods and make the most of any means at hand in a situation daily growing more critical; it laid its insistence upon the commerce raider. In effect, at least, it was supporting a policy of attrition.

The arch apostle of attrition in those days was John

SHIPBUILDING rushed to meet needs of Colonial Navy.



Paul Jones, commanding the *Betsey*, a merchant ship tramping the seas for cargo of any description that could be taken aboard. On April 25, 1775, he wrote Joseph Hewes, Robert Morris, and Thomas Jefferson, desiring a naval appointment. And on June 24, as a consequence of their influence, he was called before a Marine Committee for his views on naval affairs.

His views were forerunners of Washington's views and, in fact, of all Colonial naval policy later in the war. The British had an overwhelming naval preponderance clearly beyond any shipping facilities of the Colonies. Ships could be armed and assembled, but these would still not make a fleet. Back of British men-of-war and personnel were naval ages of tradition and regulations responsible for the instincts and habits of mind of discipline and subordination which gave men and ships that unity of spirit without which no fleet could be effective.

The Colonial merchant marine had ships and seamen, to be sure. Good ships. Good seamen. But this merchant marine had never been national in scope and purpose; it was highly individualistic, the product of private enterprise, subject to the dictates of the merchant owner who made his own laws out on the water and formulated his own policies in trade. Such would lead to rivalry, confusion, and insubordination, and disaster against any fleet or squadron of the British navy.

Fleets, however, were of their nature slow and cumbersome of movement. A single ship might have greater speed, and certainly greater elusiveness on a water as broad as the Atlantic; it could hit and run and prey at will upon the sea lanes over which British transport and supply had to sail heavy laden and sluggish. In such tactics, the individuality of Colonial seamen would be a distinct asset. Fleets would of necessity disperse for the chase. There was some likelihood of cutting off these single units.

His views [John Paul Jones's] were sound. [But even] though they had influence among men like Washington, Jefferson, and Franklin, the fleet idea and policy prevailed in the legislation which followed. During October of 1775, four members were added to the Navy Committee and upon their recommendation four ships were projected, of 10, 14, 20, and 36 guns.

That the Continental Congress was becoming more and more naval minded was indicated on November 25, when a resolution was passed making legal provision for the seizure and forfeiture of enemy ships carrying munitions or other cargo necessary to the conduct of war, an Act which presently led to the sailing of the first American Fleet under Commodore Hopkins' command, and laid the first legislative groundwork for the privateering activities which were to prove so devastating to British transport and supply during the final stages of the war.

More important, and certainly more definite legislation followed December 13, when the Congress further enlarged the Navy Committee to include one member from each Colony. An appropriation was passed calling for the fitting out for sea of thirteen ships in addition to the four previously listed, including five ships of 32 guns, five of 28 guns, and three of 24 guns. By a resolution passed June 6, 1776, they were to be named the *Congress*, *Randolph*, *Hancock*, *Washington*, *Trumbull*, *Raleigh*, *Effingham*, *Montgomery*, *Warren*, *Boston*, *Virginia*, *Providence* and *Delaware*.



At the same time the fleet-winged Yankee clipper was coming into being, a ship which, in a favorable wind, had a speed comparable with that of a modern steam or diesel-powered freighter. Such ships were available. They could be taken over. They were highly maneuverable. They did not have the timbers or the weight to withstand direct broadside fire in a typical naval slugging match, but they could drive in and grapple with a heavier opponent. Such considerations were later to lead to trends and developments not anticipated at this time; more than any other general considerations, they were to make practical the full application of the principle of attrition.

★ ★ ★

All this was still pretty much of a paper navy; ships had yet to be manned and officered, had yet to be sent out on the waters in accord with some plan of operations that would further the conduct of the war as a whole, and above all relieve the pressure upon Washington's army and other Continental land forces. Congress now came hard against the questions of administration, direction and control; and from the beginning, it kept a tighter rein upon the Navy. By the Resolution of December 22, 1775, it gave the Navy Committee, entrusted with the fitting out of vessels, the power to issue warrants to all officers employed in the fleet under the rank of third Lieutenants, and "to give such instructions to the commander of the fleet, touching operations of ships under his command, as shall appear to the said committee most conducive to the defense of the United Colonies."

On this same date, confirmation of appointments made December 7, upon the recommendation of the Navy Committee, gave the Navy its first list of officers.

To offer a greater stimulus, at a time when officers' salaries were low, the Resolution of November 15, 1776 additionally stated:

"Resolved, That a bounty of twenty dollars be paid to the commanders, officers, and men of such continental ships or vessels of war, as shall make prize of any British ships or vessels of war, for every cannon mounted on board each prize at the time of such capture; and eight dollars per head, for every man then on board, and belonging to such prize."

★ ★ ★

All through the Revolution the Colonies were hard pressed for ordnance and munitions, especially during the earlier stages and before France entered the conflict; their limited manufacturing facilities had advanced little beyond peacetime needs, which consisted chiefly in the demand for rifles and powder for frontiersmen, and for Colonial militias organized to offer some protection against the Indian menace as the frontier moved back. Ordnance factories, as we think of them today, were practically unknown. Facilities for the manufacture of heavy guns were notably lacking. Where were naval guns to come from? This was one of the most insoluble of many insoluble problems the Navy Committee had to face. For a long while after Lexington and Concord, it had to depend heavily on guns and munitions taken in raids on British arsenals and the captures of British ships, which at first were too few and far between to have much influence upon the shortage.

This scarcity of guns and munitions, particularly of heavy guns and metal suitable for main batteries in



CHEERS greet hoisting of national ensign over warship.

broadside firing, had more influence than is generally admitted in the early organization of the Marine Corps, legally made an integral branch of the Navy on November 10, 1775.

From the era of Drake and Hawkins to Nelson, the British were inclined to place their chief reliance upon heavy guns, perhaps because they generally had them in greater abundance than their enemies.

When the Revolution began, their ships were designed and rigged for tactics which would bring the greatest possible weight of metal to bear on an opposing vessel or vessels, and from the main batteries. British broadsides were sea tradition; bombardment was the essence of British battle tactics. British admirals, captains, and commanders trusted to seamanship and preferred to lay off and slug it out with the big guns.

They would maneuver to positions advantageous for heavy fire, rather than grapple at close quarters where rifles and muskets had their greatest effectiveness. This tendency was to prove disastrous to them on many an occasion, both during the Revolution and during the War of 1812.

If the Colonists were lacking in heavy ordnance and the manufacturing facilities for its production, they had a broad frontier to draw upon for riflemen as skilled as any period of history has ever known; and the motive which led to the Resolution instituting the Marines was in effect sending the frontiersman to sea. Colonial merchant ships were designed for carrying speed, were swifter of line, more fragile, and more sensitive to the tiller than the typical British man-of-war. They greatly influenced American, or Colonial, man-of-war design, and many of them were converted, when privateering followed on a grand scale, to men-of-war. They were, due to ordnance shortages, lighter armed and had lighter protective timbers. They were more suitable for grappling and close range work where the advantages of heavy guns, except along the immediate port or starboard, were largely nullified and their firing range laterally narrowed. It was then that the rifleman on the poop or in the tops came into his own.

How important this was is illustrated by the epic battle of the *Bonhomme Richard* and the *Serapis* on September 23, 1779, off Flamborough Head, England. The *Bonhomme* was an old ship of rotten timbers and of questionable seaworthiness. She carried 40 guns. Her opponent was a 44-gun frigate of the latest and most approved British design, commanded by Captain Richard Pearson, a brave and skillful officer. In this



# THE BIRTH OF A NAVY

case, however, the *Serapis* had the advantage of maneuverability; but clinging to the traditional British long-range bombardment tactics, he did not choose to use it. It was to wipe out that advantage that John Paul Jones closed in and grappled, knowing that otherwise he would be blown out of the water. Here's how Jones expressed it later:

"The battle thus begun, was continued with unremitting fury. Every method was practiced on both sides to gain an advantage, and rake each other; and I must confess that the enemy's ship being much more manageable than the *Bonhomme Richard*, gained thereby several times an advantageous situation, in spite of my best endeavours to prevent it. As I had to deal with an enemy of *greatly superior force*, I was under the necessity of closing with him, to prevent the advantage which he had over me in point of maneuver.

"The enemy's bowsprit came over the *Bonhomme's* poop by the mizzenmast, and I made both ships fast together in that situation, which by the action of the wind on the enemy's sails, forced her stern close to the *Bonhomme's* bow, so that the ships lay square alongside of each other, the yards being all entangled, and the cannon of each ship touching the opponent's sides.

"My battery of 12 pounders, on which I had placed my chief dependence, being commanded by Lieutenant Deal and Colonel Weibert, and manned principally by American seamen, and French volunteers, were entirely silenced and abandoned. As to the six old eighteen-pounders that formed the battery of the lower gun deck, they did no service whatever: two out of three of them burst at the first fire, and killed almost all the men who were stationed to manage them.

"I had now only two pieces of cannon, nine-pounders on the quarter deck that were not silenced, and not one of the heavier cannon was fired during the rest of the action. The purser, Mr. Mease, who commanded the guns on the quarter deck, being dangerously wounded in the head, I was obliged to fill his place, and with great difficulty rallied a few men, and shifted over one of the lee quarter deck guns, so that afterward we played three pieces of 9-pounders upon the enemy. . . . *The tops alone seconded the fire of this little battery, and held out bravely during the whole of the action, especially the main top.*"

During the critical stages of this engagement, John Paul Jones had but three heavy guns in action, fire was sweeping through the old *Bonhomme*, dangerously close to her magazine, and she was slowly sinking. Aside from his own unconquerable resolution—and it is part of the history of naval warfare that many men with unconquerable resolution have gone down to defeat—what decided the outcome of this battle? Beyond doubt, the rifle, or musketry fire, maintained from the tops. And by whom? Soldiers of the Sea—the men we now call Marines.

This engagement excited the imagination of all nations on the shores of the Atlantic, and no nation more than the Thirteen Colonies.

The career of John Paul Jones affords other evidence of the uses to which Marines were put. On April 22, 1778, the *Ranger*, which he then commanded, lay off the harbor of Whitehaven, along the coast of Cumberland, England, while he took thirty-one volunteers on

a landing expedition that had all the ear-marks of a modern *Commando* raid. [See ALL HANDS, June, 1952, page 59.] Their first volley scattered the British regulars and sent the populace scurrying. They spiked the port batteries. They started fires among a fleet of around 250 merchant and warships of various classes. They wrought destruction upon harbor facilities. The sky was red when they returned to the *Ranger*. This raid struck terror to the whole of the British coastline. It was a duty similar to duties modern Marines are called upon to perform.

★ ★ ★

While legislation relative to the Marines and other matters was in progress, an infant Navy born of this legislation had taken its first faltering sea steps. The policy behind that action had grown out of a bitter controversy that was by no means ended.

What policy to follow? A fleet? Or raiders sent out to prowl the shipping lanes? The first view had all the weight of tradition, backed by the solid fact of the existence of the British Navy itself. The second view, while no less ancient in principle, involved new and untried considerations, some of them dangerous to the Colonies as to their common enemy. What had the rise of international commerce been but a ceaseless war against lawless rovers and free-booters? Should piracy now be condoned and employed, and be allowed to grow fat upon these circumstances?

A fleet was decided upon. It should be commanded by their new commodore, Esek Hopkins, like themselves a solid, conservative man not dangerously given to taking chances. John Paul Jones was not to be ignored entirely, of course—for he had something of a following in high places; but compromise was an easy shelf for him to be laid away on: he could serve on the *Alfred*, the new commodore's flagship of the new Continental Fleet!

All this was very sensible, good logic based upon good facts. Were they not short of guns, powder, and munitions of war? And did not the British have a generous store of such guns, powder, and munitions of war in an arsenal of the King's on an island near New Providence—and only a Royal governor and a few regulars standing in the way? It was exactly the expedition needed to give the new Navy its sea legs!

On February 9, 1776, under the "Union Flag," as used by Washington at Cambridge, the *Alfred*, in command of John Paul Jones, the first of the new First Lieutenants, led the first American fleet out of Philadelphia, its destination New Providence, its objective the ordnance and munitions in the Royal arsenal noted. This fleet, with Commodore Esek Hopkins, Commander in Chief, and aboard the *Alfred*, consisted of the following vessels: *Alfred* (Flagship), 28 guns; *Columbus*, 14 guns; *Andrew Doria*, 14 guns; *Sebastian Cabot*, 16 guns; *Providence*, 12 guns; *Falcon*; *Scorpion*; and another unnamed cruiser.

This little fleet sailed with great expectations. Its fortunes were followed with a tense and breathless interest. A lot depended upon the outcome of that expedition.

Commodore Hopkins, the first Fleet Commander in Chief in the American Navy, may not have been a brilliant leader, but there is nothing tangible to show that he was an incompetent leader. The officers and men under him were not lacking in qualities of sea-



manship and courage. The fleet was not under-gunned or under-manned for its present purpose, for the obstacles it had to encounter.

And yet, it failed in what it set out to accomplish. The fleet's operations were slow when they should have been swift, precipitate when they should have been secret and guarded. Sea-horses, as yet unbroken to the reins of naval authority, kicked up in their traces and pulled every way but the right way of unity. John Paul Jones had said that it took more than ships and men and guns to make a navy; this expedition confirmed his judgment.

The Royal governor heard of Commodore Hopkins' approach. He had ample time to remove the greater portion of the munitions. Taken were about forty cannon, a quantity of shot and shell, a few brass mortars. On its return, the fleet managed to capture a bomb-brig of eight guns and a schooner of six. It had gone out after whales and come back with a few herring.

Washington was disappointed. Jefferson was disappointed. Franklin was disappointed. Everybody was disappointed, including the Continental Congress and the Navy Committee. Commodore Hopkins was court-martialed for the failure of the expedition—the first court-martial in the American Navy.

A change of naval policy was made inevitable by the failure of the Hopkins expedition.

Under date of April 14, 1776, John Paul Jones had written the Hon. Joseph Hewes a full account of the Hopkins expedition, based upon observations and conclusions set forth in his "private" log of the *Alfred*. Hearing of the log through Mr. Hewes, Colonel Tillingham requested it and got it. The views contained in it spread through Congress; pressure was brought upon the Continental Navy Board, who in turn decided that their author was the logical person to apply them; and accordingly, on August 21, after he had received his appointment as Captain on August 8—the highest rank he was ever to attain in the Navy he founded—he was ordered to take the *Providence* and "cruise against the enemy for six weeks or more."

Like many of his ventures, this cruise had an inauspicious beginning. To begin with, the *Providence* had but twelve guns, was a light brig with slender lines and a vast spread of canvas—wings that were to save her from destruction when, on September 1, she encountered the British frigate *Solebay* near Bermuda, and a few days later, the equally formidable *Milford* off Cape Sable. He was put to flight on both occasions. He was able to flee a great deal more rapidly than he could be pursued.

From that time on, however, he made the waters froth with the blood and wreckage of British men and ships. During the period between September 3 and 28, he captured sixteen vessels off the northeast coast of America, destroyed the fishery at Canso and the shipping facilities at Isle Madame. He fell in with the *Alfred* November 2. They took the brig *Active* off Louisburg a week later; captured the British transport *Mellish* on November 13, with 10,000 uniforms, 150 prisoners, and a considerable cargo of munitions and supplies; captured the brig *Hetty* on November 16; and from November 24 to November 30 took five other vessels—one a privateer of sixteen guns—drove a transport ashore in Canso Straights and destroyed her, and ended up by leaving Isle Royale in ashes. Here was

attrition in all its deadliness. And where and how were British squadrons or British frigates to fetch up with this sea falcon of a *Providence*.

Sensational as was this cruise after the failure of the Hopkins expedition, the losses sustained were still but a scant drop of water out of the bucket of British shipping: as a naval maneuver alone, it is relatively insignificant disassociated from its effect. First of all, British squadrons in American waters were scattered in a futile and costly chase after a single Will-of-the-Wisp. Secondly, British transport and supply underwent a temporary demoralization. Thirdly, valuable munitions and material were secured for Colonial military and naval purposes.

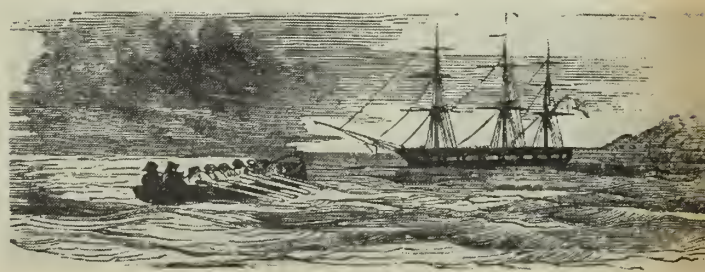
But there was something more important in the effect—the dramatic quality. Morale was low when the *Providence* went forth on her cruise; the future was dark, and many of the doubtful were beginning to ask the time-frayed question of defeatism: what is the use, and what to be gained by disaster on top of disaster? The only answer Government has, at such a time, is results—favorable results.

Other cruises like that of *Providence* followed out over the sea wherever British shipping was, along the coast of England in British home waters. Names like those of John Barry and Richard Dale were to become immortal in naval annals.

On June 14, 1777, John Paul Jones was ordered to command the *Ranger*, a ship of eighteen guns nearing completion in the yards at Portsmouth, New Hampshire. At about this time, too, an Act of Congress adopted the Stars and Stripes as the National Ensign, and it flew July 4 on the *Ranger*, the first time on an American man-of-war. The *Ranger* was ordered to European waters. She sailed from Portsmouth November 1, captured two brigs en route, and was off Nantes November 13. She left there February 12, 1778 and arrived in Quiberon Bay February 13, where the following day John Paul Jones received from Admiral La Motte Piquet, commanding a French squadron, a nine-gun salute, the first ever accorded the National Ensign by a foreign naval force.

Based in Quiberon Bay, from April 14 to April 26 the *Ranger* harried the coast of England like a hawk, raided Whitehaven and St. Mary's Isle, struck such terror to British ports that even London shuddered over the prospect of his coming, and took a total of nine ships.

What were nine ships, set against the total ships in the British Navy and in the British merchant marine? Another infinitesimal drop in the bucket. It was the effect, again, that counted, that led to further dispersals of British naval power, that slowed down the transport and supply movement, that had the drama to move the French and in the end prove one of the main influences which brought French aid to America.





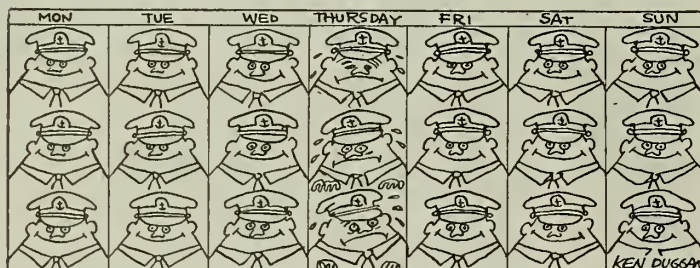
# TAFFRAIL TALK

HERE'S a sidelight on our September "Knots" story. We mentioned a bell rope, wheel rope and bull rope, and stated that there were several others. Some men of the sea (and it probably goes back to the old sailing days) "knew their ropes" as the following: man, head, hand, foot, bell, buoy and dip. We've heard there are 11 "ropes" in the Navy—or is it 16? Be interesting to find out how many there actually are . . .

★ ★ ★

Deacy Crosslen, AOC, USN, cries every Thursday morning regardless of how he feels.

In fact, Crosslen has cried on Thursday at least 175 times.



He's the gent who takes personnel through the gas training chamber at the Naval Air Station, Jacksonville, Fla.

Chief Crosslen has had plenty of company going through the inconspicuous white building used for the drills. Over 2500 Navy men and women have gone through the rigors of the chamber with nothing worse than a few tears.

According to the chief, the only time someone "pays through the nose" when going through the chamber is if he doesn't pay attention during the checking-out period. He sums it up with, "It's good training and certainly an unusual and interesting experience."

★ ★ ★

Talking about passing the word, the modern terms such as "left standard rudder" would probably not be known by the old-old-timer. He knew of it as "starboard your helm." The old commands to oars, given when in a pulling boat, included such orders as "stern all," "give way port, hold starboard," and "toss oars." Most modern sailors won't know what those commands meant—but would the old-timer know what is meant by "Tally-ho" or "Blip," or any of the electronic terms? Of course not, but it is surprising how many of the old Naval traditions are still with us, and especially how many terms have survived. Here's a quiz suggested by one heavily hash-marked reader of ALL HANDS. If you don't know the answer, ask your CPO. If he doesn't know, we'll bet you'll get the answer from the warrant officers.

Here they are:

What is meant by a lizard, an eyebrow, a ceiling in a ship, a Scotchman, the ship's watch cap, lagging, camber? Finally, you know what it means to "deep six" something—but do you know how the term originated?

*The All Hands Staff*

## ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization at some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

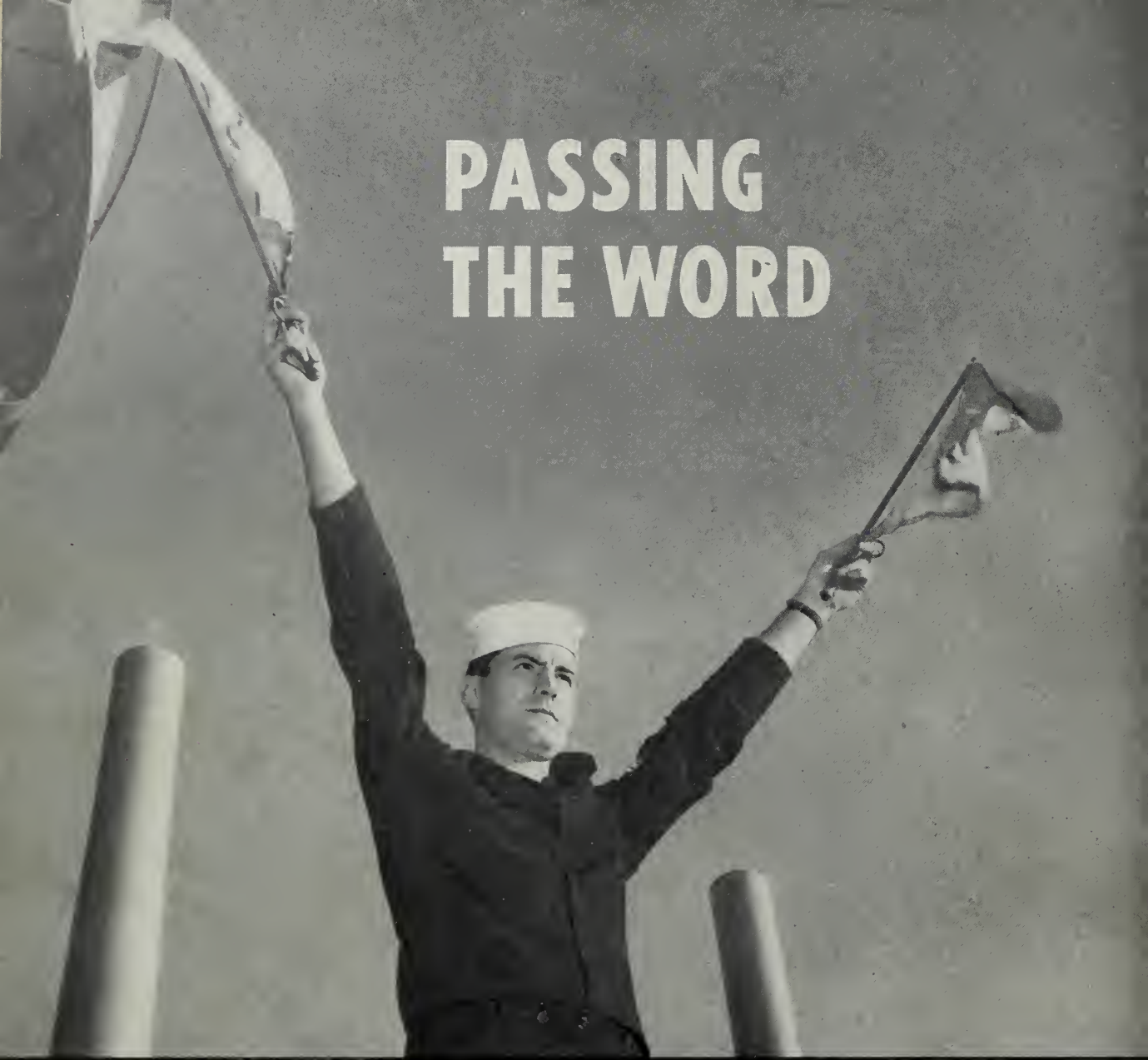
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Aboard training sub, at the order "surface," lookout climbs up to the conning tower ready to assume lookout station when the sub breaks water.









# PASSING THE WORD

keep informed and  
pass the word on  
career information and  
what's news in the Navy



PASS THIS COPY OF ***ALL HANDS*** ON TO YOUR SHIPMATES

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
have a copy as soon as possible.

COPY ALONG

NAVPER-0

NOVEMBER 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1953

Navpers-O

NUMBER 441

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN

Assistant Chief for Marine Services

## TABLE OF CONTENTS

	Page
Sonar Spells Hell Below.....	2
NSD Wraps Them Up Ready to Go—Anywhere.....	7
Midgets and Baby Subs Join the Fleet.....	8
The Word .....	12
They Keep You Posted on Rocks & Shoals.....	14
Sailing with the Green Mountain Navy.....	16
Navy Wins Championship of Interservice Sports Tourneys .....	18
Servicescope: News of Other Services .....	22
Highland Liberty .....	24
Letters to the Editor .....	25
Special Feature	
Compartmentation Helps Keep Navy Ships Afloat .....	31
Cutaway of Typical Aircraft Carrier.....	32
Today's Navy .....	35
The Bulletin Board .....	43
Announcement of Service-Wide Exams .....	43
Rules on Changing AL Ratings .....	44
Major Benefits Are Offered to Veterans of Korean Conflict .....	48
Directives in Brief .....	54
Decoration and Citations .....	56
Book Reviews .....	58
Book Supplement: Paddlewheel Navy .....	59
Taffrail Talk .....	64

LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdel, Reserve

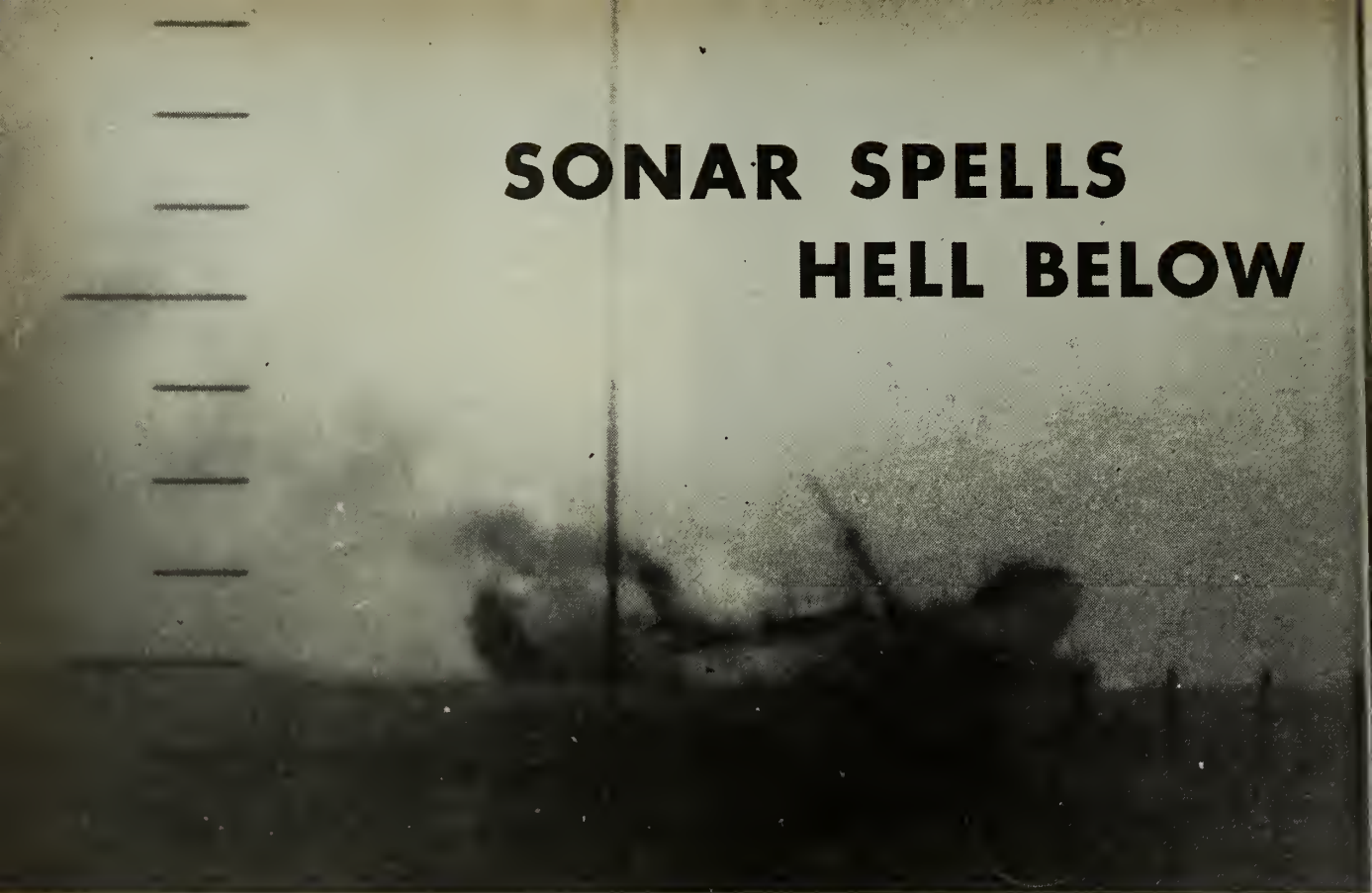
• FRONT COVER: SUBMARINE crewman smiles broadly for Navy cameraman as he starts to climb out of after-battery hatch.

• AT LEFT: PACKED ICE gives way as Navy icebreaker, USS Atka (AGB 3), 'breaks trail' to Resolute Bay, Cornwallis Island, on resupply mission to northern all-year weather stations.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



# SONAR SPELLS HELL BELOW



FIRE ONE—Sonar can be made to serve offensively and defensively to help cause or prevent action shown above.

**E**VERYONE, it seems, talks about the submarine menace; the Sonarman does something about it.

Sound is the weapon he uses, and with it he is constantly making the ocean depths a more difficult place for an enemy submarine to hide.

There are good reasons for Sonar and the Navy's Sonarman is Number One on the electronic hit parade. German submarines during World War II managed to tie up more than 1,300,000 men with their raids on Allied convoys. At one time during the early years of the war, the marauding U-boats had the leaders of this country staring down at their crossed fingers as shipping losses mounted steadily. In all it took 100 billion dollars—not to mention many lives—to conquer the German under-sea menace.

Good enough reasons, if no others existed, for the Navy to keep its good ear close to the sea and spur on its advances in underwater detection. Detection—that's the key word in anti-submarine warfare. Submarines must first be found if they are to be sunk and that is where the sonarman and his equipment enter the stage.

Sonar is not a complete entity unto itself.

Like most electronic marvels, it's the human operator behind the wires and tubes that makes it count. The responsibility of diagnosing each sound plucked from the depths by the sonar equipment rests squarely on the shoulders of the sonarman. He must determine the importance of each sound that appears on the video or audio equipment.

Upon him rests, in short, the safety of his ship and to a great degree the safety and efficiency of the Navy in its fight against the submarine.

What kind of a man is he? How is he selected, trained, and how and where does he serve?

The majority of SO strikers come out of two Fleet Sonar Schools, one located at San Diego, the other at Key West, Fla. Applicants for the schools generally are selected from

recent graduates of recruit training and must have a combined GCT/ARI score of at least 110, plus an interest in sonar. Each must also pass a Sonar Pitch Memory test to determine his adaptability for distinguishing "pitch" differences in sound.

Strikers from the Fleet supplement the recruit graduates and must possess substantially the same qualifications.

Although they are Fleet Schools, San Diego and Key West are equivalent to BuPers Class "A" and "B" schools. The basic course at each is 24 weeks and begins with a refresher course in basic math and electricity, plus an introductory plunge into basic electronics.

Part of the remaining 16 weeks is spent in becoming familiar with the various types of sonar gear he will be expected to operate and the material problems he will encounter in maintaining his equipment. The acid test comes during the last three weeks of the course which he spends at sea in daily operations on live submarine "targets."

Graduation day finds him designated an SOSN and prepared to pass

---

**Sonarman Serve On, Over and  
Below Ocean's Surface  
As Vital 'Ears of the Fleet'**

---



the examination for SO3. He must, of course, meet the other qualifications required for advancement—time in rate, progress tests, and the recommendation of his commanding officer.

And so he goes to sea. Maybe he'll draw an ASW vessel, generally a DD, DDE, or DE. Or he may request and receive duty with an aviation unit. In this case he will be attached to an ASW aircraft squadron and fly as a sonarman in a helicopter or in an airship attached to a "blimp" squadron. Aviation duty entitles him to hazardous duty pay.

After six months at sea on an ASW surface vessel, he also becomes eligible to be one of the "hunted" rather than the "hunter," that is, he can request submarine duty. There are additional qualifications for this duty which can be found in *ALL HANDS*, December 1952, p. 44. Submarine duty also brings with it hazardous duty pay.

Regardless of where he is sent, the future is promising. The sonar rating, because of its comparative newness (it originated as a branch of the radioman rating during World War II) is at present wide open for advancement through the various enlisted rates to commissioned status for those who can qualify. As fast as he can prove his ability—and his eligibility permits—he can advance.

Once in his assigned billet, our sonarman who has learned most of the mechanics of his rating at school, now begins to see its actual place in the scheme of things. As an operator

he takes on a task little publicized, but very important. He will be the first to contact the enemy hidden beneath a shield of water.

As he learned at school, detection of a submarine at sea can be accomplished in several different ways: *Radio Direction Finding*, called "DF"; *Electronic Counter Measures*; or "ECM;" *Radar*; *Sonar*; and *sight* or visual observation.

"DF" is useful only when the sub uses its radio; "ECM" is useful only when the enemy submarine uses its radar. Sonar is available against the completely submerged submarine. Others apply to the surfaced submarine or to a sub cruising at periscope or snorkel depth.

Modern submarines generally attack while submerged so the sonarman becomes a key man. His ears or eyes will be the first to detect a contact and his judgment at the moment can determine whether the ship will taste blood or fall short in its duty to protect the convoy it is escorting.

But there is even more to it than that. *Is it* a submarine? How far away is it? What is its bearing? Is it stationary or is it moving? If moving, in what direction? How fast? What is its depth? All these questions must be answered by the sonarman.

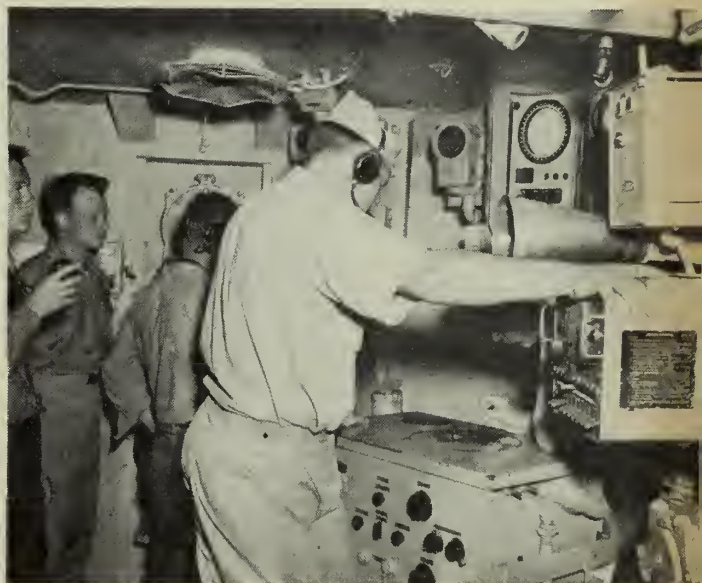
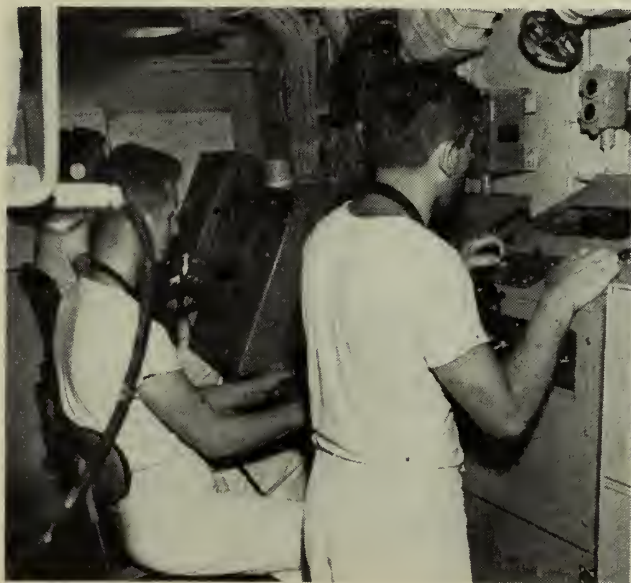
How does sonar equipment give him the answers?

Briefly, there are two sonar techniques. One is termed *passive* or listening; the other *active* or echo-ranging.

Passive sonar obtains information



DEPTH CHARGES (at right) aim for target found by sonar. Below: sonar students plan attack in sea-phase class.







BATHYTHERMOGRAPH (B.T.) slide is checked by student (left). Sailors 'stream' B.T. which tells water temperatures.

by picking up the sound generated by the submarine. Active sonar obtains information on the sub by echo ranging or "pinging" on the submerged submarine.

The passive gear, in its simplest form, is an underwater microphone called a "hydrophone" which projects from the hull of the searching ship ready to pick up any sound transmitted through the water (just as a regular mike picks up sound passing through the air.)

Passive sonar can be omnidirectional or directional but provides only a general bearing and an estimate of range. Experienced sonarmen can identify targets with considerable accuracy by the characteristics of the sound source. Submarines are equipped with listening or passive sonar and surface vessels can use their echo-ranging equipment for listening.

Active sonar equipment consists of two types—"searchlight" and "scanning."

- *Searchlight*—Sound is transmitted in a desired direction in the form of a beam by means of a transducer lowered beneath the ship's keel. The direction of the beam is controlled by training the transducer. The sonarman listens for a returning echo indicating that his transmitted sound has been reflected by something, possibly a submarine.

- *Scanning*—Sound is transmitted in *all* directions at the same time. The equipment intermittently changes from a transmitter to a receiver to pick up the returning echo. Once switched to a receiver, it is capable of giving a bearing and a range on the target.

It isn't always this easy. There is a lot more to it than just sitting fat and happy bent over a hot sonar stack waiting for a returning echo. There are many pitfalls to avoid.

To transform a simple hydrophone from which sonar originally was developed into a piece of equipment

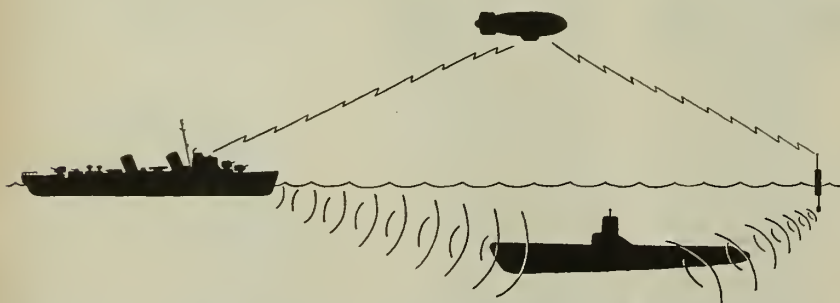
capable of detecting faint sounds and producing the bearing, range, and depth of the target is a complicated process. The electronic equipment needed to produce such results is complex, and consequently the maintenance problems are difficult.

So the sonarman must be trained to make adequate repairs of an emergency nature and do the important maintenance work that helps eliminate the necessity of emergency jobs. BuPers expects that the future will see the sonarman doing more and more of the "nuts and bolts" of equipment repair, instead of being purely an operator.

From an operational point of view, there are other things to give the sonarman a big headache. He must learn to identify and keep on file in a special niche in his memory the various noises that fill the depths; so he won't confuse them with the real thing. The sounds that a school of fish make or the noises made by shrimp (they sound like a piece of cellophane being crumbled) could distract him from the one he is looking for—the slow pulsating beat of a submarine's screws.

A false alarm that brings crewmen tumbling from their bunks in the dead of night to stand by depth charges, will leave them with a sour feeling for the inexperienced sonarman. It won't improve the captain's outlook on life either.

Nor must he let a submarine become a whale to him. Distinguishing the false from the true is not always easy. An additional problem is that



WORKING TOGETHER, sonarmen in surface ships and lighter-than-air craft, with help of sonobuoys, can pick up noise of submerged sub and localize it.



presented by the many thermal layers at different depths in the ocean. These layers of alternating cold and warmer water are capable of offering resistance to the out-going "ping" and can produce a shielding blanket over the sub which defies penetration by the "ping." The detection of the sub becomes almost impossible.

People with musical ability are often very good at distinguishing between various sounds. During World War II, a famous orchestra leader went into sonar work and proved to have an amazing ability in detecting different sounds and determining if an object was coming or going.

Sonar isn't restricted merely to tactics against submarines. The best lookout can't see an underwater mine. But the sonarman can readily detect such stationary obstacles in the water. A sonarman at a land-side harbor defense station can help prevent enemy subs from penetrating a harbor. A sonarman serving in a submarine can pick up a reef or other obstacle in unfamiliar or poorly charted waters.

Sonar possesses great versatility in underwater detection. During the beach landings on D-Day when the Allies invaded Normandy, the invasion waves were led by small naval scout craft equipped with "beach-obstacle locators," an echo-ranging device whose recorders traced the outline of the beaches, tipping off the presence of mines, fencing and underwater obstructions. The sonar locators did such a good job that demolition teams were able to clear



INSTRUCTOR (far right) keeps an eye on students at sonar training device, which finds range of enemy submarine and tells when to fire torpedoes.

large beach areas quickly before the landing craft came in for landings.

The airborne sonarman has his own special equipment with its associated problems.

Lighter-than-air activities have been experiencing, like the rest of the Navy, a renewed emphasis on ASW work. The work of the blimps, for instance, in recent fleet exercises assures them a valuable place in convoy protection, coastal patrol and anti-submarine patrols.

The sonarman is a recent addition to airship crews. The "dunking sonar," carried by blimps and heli-

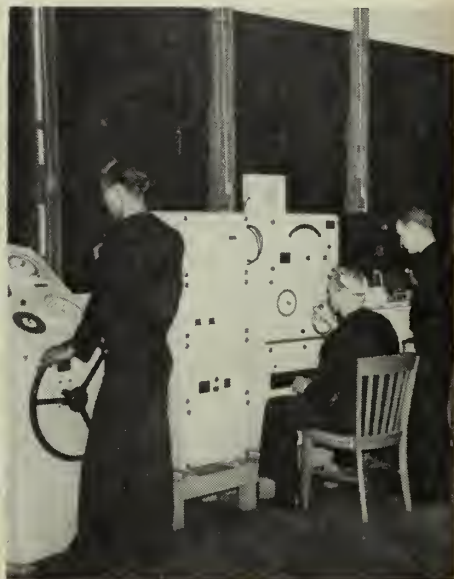
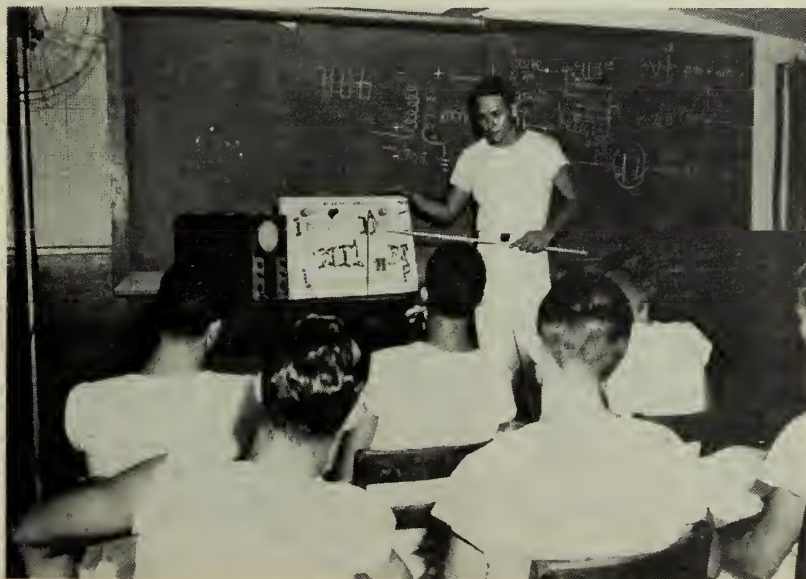
copters, is a listening gear dragged through the water on lines hanging from the low-flying craft.

Aircraft and helicopters also carry sonobuoys. Dropped from a low elevation, a sonobuoy can pick up and broadcast the noise of submerged sub screws to a hovering blimp, helicopter or ASW plane.

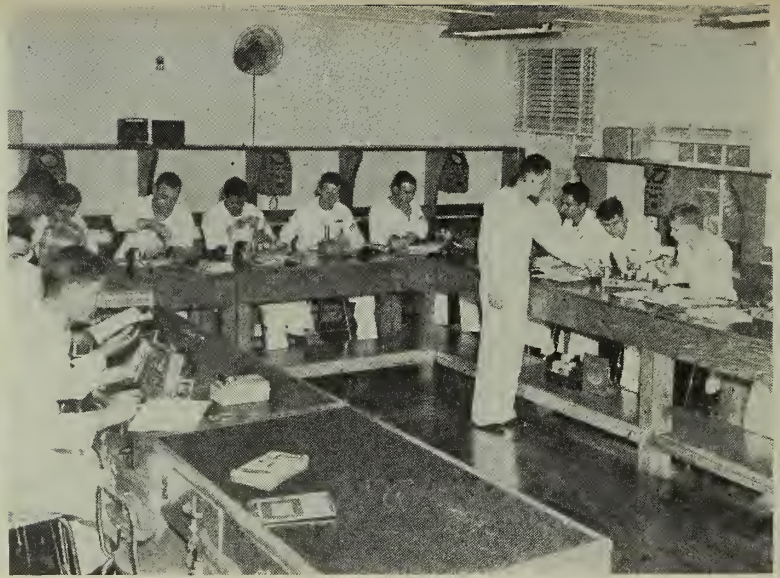
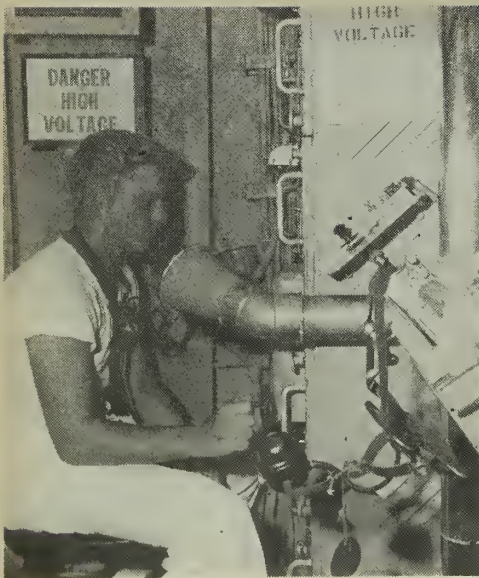
Still another development is the "magnetic locating device," an improvement of the Magnetic Airborne Device used during World War II.

But for all of these refinements in sonar detection, the submarine can still pose a big problem. The world's

CLASS in elementary electronic circuits is a 'must.' Students (right) are in an attack teacher demonstrator.







ABOARD training ship, student (left) operates sonar stack. In class, sailors make special radio receivers.

Oceans are broad and deep and the effective range of sonar and other devices to detect submerged subs is still less than the distance a submarine's torpedoes can travel. The first sign of a submarine's existence can still be the sound of a torpedo.

This brings us to some thoughts about yet another type of sonarman—the sonarman who sits at his stack in a submarine itself.

Actually, in submarines the sonarman's job is not too different from an SO's duties on an ASW vessel except in application. In the submarine he listens for surface enemy ships or perhaps the more deadly ASW submarine lurking in wait for

him. Or perhaps it will be the ticklish job of "conning" the sub through a mine field while submerged.

In the approach stage of a submarine attack on merchant convoys the sonarman serves as a guide. Many times a submarine will fire her torpedoes at a target without surfacing or raising her periscope.

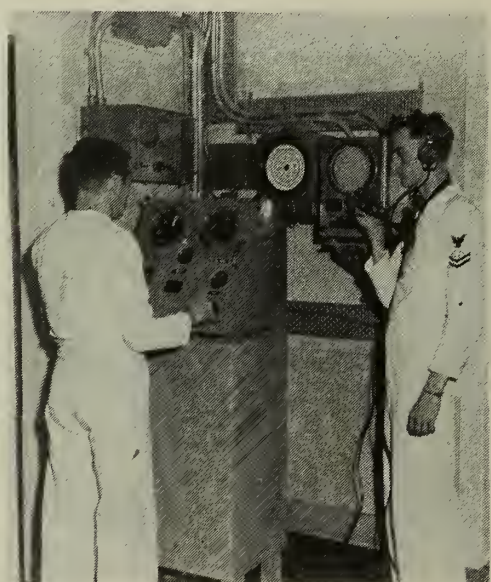
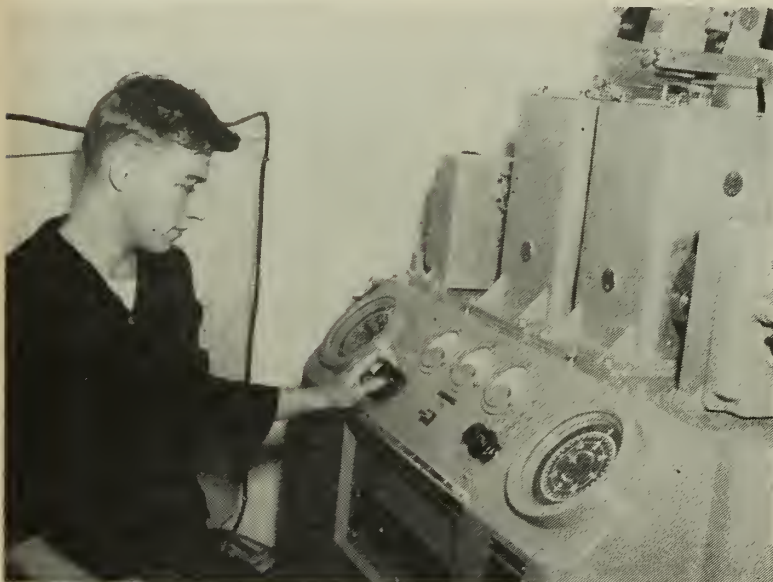
Or perhaps the Sonarman's billet will be one of the new ASW "killer subs," which lie in wait at a harbor entrance for raider subs attempting to pick off a forming convoy. Under such circumstances the sonarman is the skipper's ears and eyes. On him depends the success of the attack.

The sonarman's job means hours

and hours of "looking." It calls for patience, keen perception, calmness. "Ping . . ." Nothing. "Ping . . ." Nothing. For every "find" there are hundreds of hours of waiting.

But whether the sonarman is doing duty on a fast-moving destroyer or escort vessel, in one of the awkward-looking but effective blimps, or deep in the ocean within the hull of a submarine itself, he is a key figure in defenses against submarines.

Enclosed in the confines of the sonar shack, sitting, waiting, listening to the monotonous pinging from the stack beside him, he is the "Ears of the Fleet."—Howard Dewey, ENC (SS), USN.



SIMULATED attack is made by student (left) in attack teacher. Sailor operates control console ASW panel.



# NSD Wraps Them Up Ready to Go—Anywhere

**P**ACKAGING an antiaircraft gun for a cruiser or readying electronic parts for use above the Arctic Circle is all in a day's work for the preservation and packaging sections of Navy supply activities.

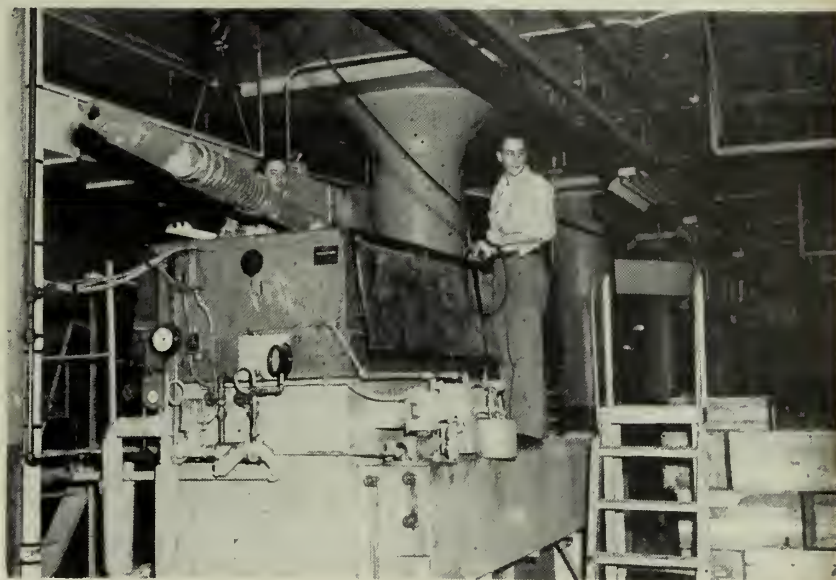
Some 6000 employees are involved in these operations. They are scattered throughout the Navy—from Scotia to Pearl Harbor, from Oakland to Bayonne. Their job is to insure the prompt, safe shipment of Navy equipment wherever needed. They must also prepare equipment for storage.

Let's take a look behind the scenes at one of these activities—the Bayonne, N. J., Naval Supply Depot.

Here, more than 300 men and women stand ready to grease or degrease Navy machinery, to pack equipment in resilient cushions, coat articles with plastics or seal them in air-tight containers. They can make articles resistant to the heat of the tropics, to sub-zero cold, mildew, corrosion. They can "mothball" equipment for days or for years.

Bayonne's packaging section was started in December 1941 with eight employees. Now it has 223 men and women handling the packing and shipping of Navy material and household effects belonging to Navy families on the move.

The preservation section at Bayonne began operations early in 1944 with five civilians and three naval



**WORKMEN** ready 20-mm gun barrel for immersion in 'degreasing tank.' After barrel is cleaned, it'll be dipped in 'preservative,' wrapped for shipment.

officers. Now 142 people carry out the task of preserving Navy goods for storage or for shipment.

Bayonne's biggest package to date contained a 16-inch gun. The smallest consisted of optical screws so tiny that they were weighed, not counted.

The most ticklish problem at Bayonne involved a set of radioactive tubes sensitive enough to affect the accuracy of airplane instruments just by their presence.

Ranking as the sections' most troublesome problem—combining both security and packaging—was a payroll of two and one-half million dollars in silver and paper money headed for an overseas destination and the inevitable pay line. With guns ready, a Marine guard accompanied the packages to the pierhead where they were loaded aboard ship.

You'd be pretty safe in saying these supply outfits can tackle just about any packing or preserving job.



**CONVEYORS** carry packaged shipments past inspectors. Right: Men spray tractor-crane scheduled for shipment.



# Midgets and Baby Subs Join the Fleet

ONE of the trends in submarine design today is toward new classes of submersibles that are medium-sized, small or even minuscule.

New tactical concepts of under-sea warfare have created a need for a more maneuverable boat. One large element in the designers' thinking is the fact that the smaller the submarine, the less easy it is to detect. The smaller the "target area" presented, the tougher it is for an anti-submarine force to pick up the sub.

What are some of the submarines, built or building by the U. S. Navy, that follow this trend to smallness?

## Development of Attack and Counter-Attack Weapons Means a Well Prepared Navy

- The first radical post-war change in submarine design was the construction of three "killer submarines," the "K-boats," K-1, K-2 and K-3. Each is 196 feet long and displaces about half the tonnage of a fleet-type submarine. A K-boat is an enemy submarine's own worst enemy—a killer sub that can seek out and destroy enemy submarines

submerged. They are designed for this type of hide, seek and kill combat operation beneath the surface because of the sensitive sonar equipment installed aboard and the particular type of torpedoes they carry.

- The submarine's traditional target—enemy combat and merchant vessels—will face something new in submarines too. They are the fast-attack *Tang* class boats—a recent development resulting from the need of a submarine of somewhat smaller dimensions incorporating lessons learned during World War II.

The 268-foot *Tang* (SS 563), along with her sister submarines, *Trigger* (SS 564), *Trout* (SS 566), *Harder* (SS 568), *Wahoo* (SS 565) and *Gudgeon* (SS 567) are tear-drop shaped and designed to carry more punch in less space than any of their underwater predecessors. They will be able to do all that any attack submarine can do and do it faster. More important, they will be able to do it at great depths.

- But there is something even smaller in submarines under construction at a civilian shipyard in Groton, Conn., where two single-screw 131-foot "T-class" training submarines are taking shape. Not since the "B-class" of 1907 has the Navy built anything of comparable size or with a single screw. The nearest to them was the "D-class" commissioned in 1909.

The T-boats are designed to furnish the U. S. Navy with anti-submarine warfare information. In short, how easy or how difficult is it for a sub to elude the "hound-dog" tactics of anti-sub forces bent on her destruction?

Each T-boat will displace about 250 tons. It will have a diesel-electric drive for surface and snorkel cruising and will be powered by batteries for operating submerged.

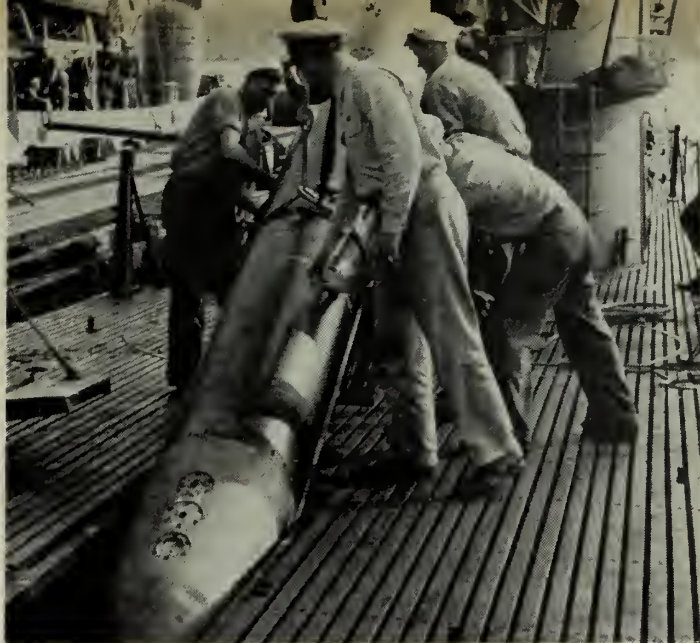
The T-boats will introduce some drastic changes in operation of the bow and stern planes and steering controls. This is a change made necessary by the small crew the T-boats will carry.

A single "joy-stick" control unit will operate the bow and stern planes to control depth, diving and surfacing procedures, and steering. The joy-stick affair, similar to that found in large aircraft, is operated

MIDGET SUBMARINE—SST-1, smallest submarine built for Navy since 1907, slides down ways after her commissioning. She'll train anti-submarine forces.







DOWN THE LOADING HATCH goes a 'tin fish'. Right: Torpedomen prepare to load 'tin fish' into torpedo tube.

by a "pilot" who sits facing forward with the stick immediately in front of him. By thrusting the stick forward or aft the pilot places angle (through electro-hydraulic mechanisms) on the bow and stern planes. This action in turn causes the planes to "bite" into the water and change the depth of the submarine.

Rudder control is obtained with a wheel mounted atop the joy-stick. This arrangement allows the one-man operator to change course as ordered by the skipper who "conns" the vessel from the periscope when submerged or from the bridge when surfaced.

A change in speed is obtained by engine-order-telegraph, also handled by the pilot who rings up the speed desired. An engineman or electrician in the motor room of the sub controls engine or motor speeds. The T-boat will carry a single torpedo tube forward—the sub's only armament.

The 14-man crew will consist of one lieutenant as commanding officer, one lieutenant (junior grade) as engineering officer and 12 enlisted ratings: one QM1, one TMC, one ET2, one RD1, one RD2, one CS2, one EN1, two EN2s, one EM2, one EM3 and one HM1.

Although design requirements allow little room for it, comfort is also a consideration in the T-boats. Each will carry an electric range for preparing meals, and adequate refrigeration and chill boxes for keeping perishables for days.

Toasters and the inevitable cof-

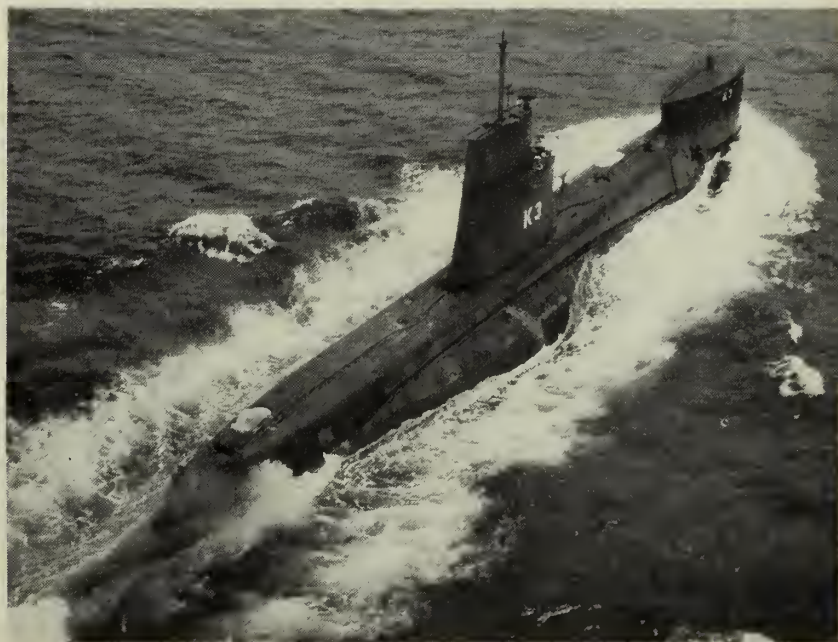
fee maker will top off the galley equipment. A mess table or counter seats four men. A bunk for each crewmember is provided with a foam rubber mattress and an individual bunk light.

The T-boat's compartments are to be painted in a green-gray and yellow-gray. Compartments will vary in color to relieve somewhat the monotony of the submariner's life and dispel the feeling of living inside of a pipe.

Lighting is with fluorescent lamps

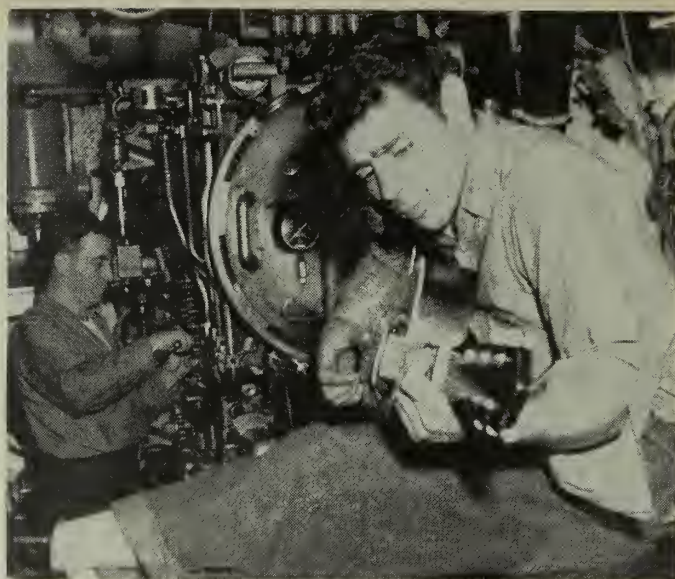
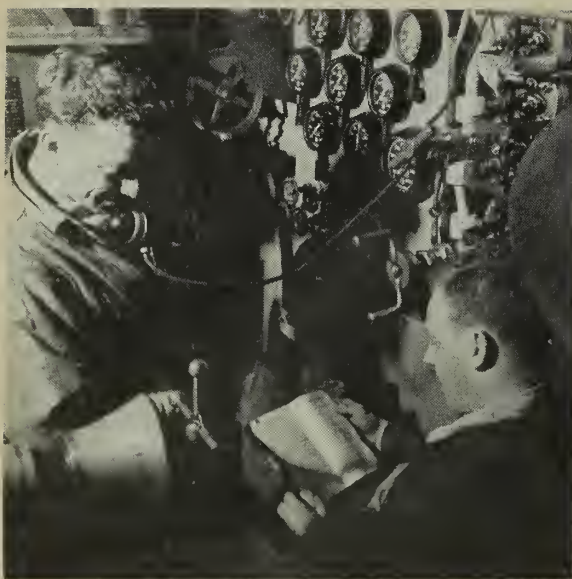
which spot-light applicable gauges and controls. This type lighting will eliminate the old overhead lamps that flooded the center of the compartments with a glaring light and left the corners dark shadows.

To counter any build-up of humidity and the heat generated by the multitude of electronic and electrical equipment, air conditioning will be a part of her auxiliary machinery and is expected to keep the boat cool and the crew happy under normal operating conditions. Air is



SUBMARINE'S WORST ENEMY—K-3, one of the Navy's post-war 'killer' submarines, is designed to seek out and destroy submerged enemy submarines.





CREWMAN operates phones while another studies for advancement exam. Right: Guitarist relaxes while off-duty.

obtained through the snorkel intake mast when the boat is snorkelling or on the surface. Ventilation blowers will circulate the air through the boat.

To keep the crew warm in winter weather, when cold drafts of air are sucked into the boat by the diesels, the interior will be heated by electric air heaters.

Physical characteristics of the T-boats are a little different in a structural sense from the usual subs as they only have two water-tight bulkheads. One watertight bulkhead separates the forward battery compartment from the torpedo room. A non-watertight bulkhead separates the control room compartment that contains the joy-stick controls and periscope station from the forward battery. The after battery compartment and control are also divided by a non-watertight bulkhead. The second watertight bulkhead separates the after battery compartment from the engine spaces in the after end of the boat. Under the battery compartment's longitudinal deck are the battery cells for underwater propulsion power and above are living spaces including the galley and bunking spaces, shower and head.

Ballast and auxiliary tank arrangements are just as unconventional. There are four main ballast tanks for diving the boat. They are arranged inside the pressure hull in horizontal and saddle-type tanks. (Fleet-type subs have outer "skin" tanks.) Forward and after trimming

tanks are at the extreme ends as usual.

Two escape trunks at each end of the T-boat will allow the crew to escape in the event of disaster. These escape hatches will double, as usual, as access hatches.

- A submarine, now in the mock-up stage, called the X-1 will be even smaller than the T-boats. It is a midget sub and will be manned by four men.

The midget sub won't be much larger than one of the torpedoes fired by her larger sisters. Length is expected to be less than 40 feet, about the length of a single compartment of a World War II fleet type submarine. She will displace a bare 25-tons.

The midget's flat topside deck will give her a seal-slick appearance that will aid her in penetrating mine fields and harbor defense nets without snagging warning alarms. All protuberances will be streamlined or, as with the scope and snorkel breathing tube, retractable. This streamlining should also help her to escape detection on the surface from enemy radar. Her low free board, probably not over two or three feet, will barely project above a moderate sea. Because of her low lying hull she will probably be conned from inside with the aid of the periscope. She will carry two scopes, one of which will pierce the hull directly in front of the pilot-operator, the other being a fixed bright night scope. The scope eyepiece will remain in a fixed position but the barrel of the

scope will be free to rotate through a 360-degree sweep.

Inside X-1 will be found almost everything seen on a normal size sub—but in miniature. The usual propulsion, electronic devices, air conditioning and purification units will be present. Her operative gear—steering, bow and stern planes—is expected to be similar to the joy-stick arrangements found on the T-boats.

Life aboard the midget for the crew and possible UDT passengers, (underwater demolition teams) will be a matter of sitting or lying quiet in order to conserve oxygen and to avoid painful contact with head-knocking valves.

With its hull jammed with essential equipment, there will be few of the luxuries found on larger subs, such as showers and washing machines, although she will have a hot plate to warm coffee, soup and emergency type rations. A wash-basin and head will also be included along with two bunks in the forward compartment where escape trunk hatches will also be located for UDT members to exit.

The X-1's missions will be the penetration of nets, minefields, harbors and shallow-water channels for mine laying and setting demolition charges to unsuspecting enemy ships and installations by UDT members she will carry.

The midget subs made their debut during World War II, when the British and Italians used them with good effect. The Germans tried hard



but ran out of time. Much of their earlier efforts were wasted on one-man controlled torpedoes that the pilot rode jockey fashion. The end of the war caught them with their midgets still undeveloped.

The Japanese navy first used them at Pearl Harbor and later at Lingayen Gulf against our fleet. A similar type was put into mass production by the Japanese as an anticipated underwater "kamikaze" defense against our expected invasion of the homeland. The Japanese midget was never successful in any of its attempts.

The Japanese midget was about 30 feet long and carried a 700-pound explosive charge in its nose. A cockpit amidships housed the one-man suicide pilot.

Hundreds of these midgets were discovered at a Japanese navy yard.

It was the British and Italians who made out with the midget subs. Three British midgets crippled Germany's 41,000-ton battleship *Tirpitz* in a shallow 60-mile-long Norwegian fjord where she had holed up following bombing attacks against her. Recently the British loaned the U. S. an improved model called the XE-craft which was used in evaluation tests conducted at the U. S. Naval Base, Norfolk, Va.

The Italians, using midget subs also, and human torpedoes, sank or damaged 150,000 tons of Allied shipping and ripped the bottoms out of the British battleships, *Queen Elizabeth* and *Valiant*, as the big



USS TANG (SS 563) is tear-drop shaped, fast-attack submarine. In time of war, Tang class submarines might concentrate on enemy combat, merchant ships.

ships lay at anchor in Alexandria Harbor, Egypt. The British were able to keep the results of the attack secret and the Italians never capitalized on their success.

The French presently have a modified version of a German midget which has an electrically operated torpedo fixed to the outside of the hull. This midget can drop to a depth of 225 feet and cruise at four knots. It has a top speed of 10 knots. More recently, an 18-ton French midget was engaged in net and minefield penetration exercises in conjunction with U. S. Fleet op-

erations off the Virginia coast.

While some classes of submarines are growing smaller, this of course is not true of all submarines. The primary class of submarines, the attack type, is larger than the World War II prototype, and the most recent submarines authorized tend to be even slightly larger than the *Tang* class.

Whatever their size, submarines are playing an ever increasing part in today's Navy. From nuclear power to new type fuels, from 2500 tons to 25 tons, they represent a fighting force to be reckoned with.



NAVY SUBMARINES undergo constant modernization. USS Cutlass (SS 478) is shown before and after vital streamlining.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **HOUSEHOLD GOODS**—If you are now stationed overseas and you took your full weight allowance of household goods with you under the old, less restrictive regulations, don't panic—you'll now be able to bring them all back again expense-free.

This is specifically provided for in a section of the Department of Defense Appropriations Act of 1954, passed by the 83rd Congress, which states that officers in your category may bring back their household effects from overseas according to the same weight allowances which they took them out of the country.

Under current regulations, officers of the grade of lieutenant commanders and above and warrant officers are limited to 9000 pounds net weight. (Since enlisted personnel and officers junior to LCDR have weight allowances less than 9000 pounds, they are not affected by the regulation.)

In order to qualify for the exception to the 9000-lb. net weight limit however, you must have been originally ordered to your present overseas duty station prior to 10 July 1952 (when the weight limitation went into effect). What's more, you must be ordered back to the States after 1 July 1953.

For example, a captain who under the old regulations was allowed to ship 11,000 pounds net weight expense-free to his new permanent overseas duty station, will now be able to bring back the full 11,000

pounds net weight if the duty station he is leaving is outside the continental limits of the U. S., or in Alaska, and he is ordered back to the U. S. after 1 July 1953.

Before Congress eased the 9000-lb. net weight limit in this manner, naval officers caught with lots of heavy baggage overseas—or elsewhere—had to sell or otherwise dispose of the excess poundage, or ship it to their new duty station at their own expense.

There will be no change in the net weight allowances now in effect for officers below the rank of lieutenant commander and enlisted men. Here's a rundown on them in case you've forgotten:

Lieutenant and W-3 warrant officers, 8500-lb.; lieutenant (junior grade) and W-2 warrant officers, 7500; enlisted personnel, E-7, E-6 and E-5 pay grades and E-4 with seven or more years' service, 4500; enlisted personnel of pay grade E-4 with less than seven years' service, 3000; and aviation cadets, 400.

Weight allowances for temporary change of station remain as before. For full details, see Joint Travel Instructions, Sec. 8001.

• **MOVIE OPERATORS**—Navymen trained only in the use of movie machines in instructing or in recruiting duty are *not* authorized to act as Navy Motion Picture Operators aboard ship or at a shore station.

This word has come from BuPers

and should dispel any confusion on the subject. The brief training received in the course at Instructor School, the Bureau states, is not sufficient to qualify a man to operate and maintain the intricate (and expensive) machines.

Only graduates of the Naval Training School for sound motion picture operators are so designated and thus become eligible for extra compensation.

Details of the BuPers directive, BuPers Instruction 1510.23, will be included in a future change to *BuPers Manual*. For the requirements for a qualified motion picture operator, refer to *BuPers Manual*, Art. 7415.

• **DOCTOR SHORTAGE**—A sharp drop in the number of Navy physicians and dentists on active duty is now being felt around the Fleet, especially at continental shore activities.

The reduction in officers of the Medical and Dental Corps is the result, in part, of Public Law 84, passed by the 83rd Congress, which created a new policy for medical and dental officers of all the armed services and which speeded up the release schedule for Naval Reserve medical and dental officers on active duty. In addition, a Department of Defense directive reduces the number of medical officers allowed the Navy by about 700 officers.

To meet the lowered limits, reductions will be made in the complements at continental shore activities rather than operating commands, if possible.

Every effort will be made, according to SecNav Instruction 1311.1, which outlines the future medical situation, to keep up to strength those units directly supporting the Operating Forces in general and isolated Navy activities.



PASS THIS COPY ALONG—Don't be the bird that holds up the word; nine other sailors want to read this issue.

• **AUGMENTATION TO USN**—Announcement has been made of 76 Naval Reserve lieutenants (junior grade) and ensigns who have been selected for appointment to the Regular Navy under the Augmentation Program.

This brings to 278 the total transferred from USNR to USN since the commencement of the present program in October 1952. Full details on the eligibility requirements and processing procedures may be found in BuPers Inst. 1120.12B.

The current crop of additions to the Regular Navy officer ranks includes 53 officers of the line, three of the aviation line, eight in the Supply Corps, one in the Civil Engineer Corps, five in the Chaplain Corps and six in the Nurse Corps.

Here's an important qualifying point in connection with this program; at the present time no authority exists allowing the Navy to continue this program and augmentation hence will be terminated as of 31 Dec 1953.

However, additional legislation will be requested from the next session of Congress to put the program back in business. See future "Legislative Round-ups" in the Bulletin Board section of the magazine for the latest word.

• **ADOPTION OVERSEAS**—Naval personnel who adopt or have adopted children overseas may now bring them back to the U. S. under a "non-quota visa" if they meet certain basic requirements.

Five hundred such visas have been made available to servicemen serving abroad and civilian Americans employed abroad by the U. S. who adopt under foreign laws, or who state their intention to adopt, children from overseas.

Adopting parents have until 31 Dec 1954 to bring their adopted children into the U. S. under these quotas.

The law states that the child must be an "eligible orphan," that is one who has suffered the loss of his parents by death, disappearance, desertion or abandonment. Also, if the child has lost one parent under the above conditions and the remaining parent is unable to give it the proper care, the law providing the special immigration privileges considers him an "eligible orphan." The child, in order to be eligible, must be under

10 years of age at the time of the visa application.

The law, Public Law 162, 83rd Congress, approved 29 Jul 1953, is designed to assist those desiring to bring a foreign-adopted child into the country. This law enables them to do it without being required to place the child on a waiting list—in many countries such waiting lists are now oversubscribed.

If you are the parent of a child adopted abroad, you should investigate your own state laws and the state's attitude toward the procedure by which you acquired the child. In most cases, but possibly not all, the state will accept the foreign proceedings—but it's good to check.

• **SELECTION OF WARRANTS**—BuPers, presently plans that a new warrant selection board will meet in the Spring of 1954 to establish a list of eligible men for warrant appointment. Appointments will be made from this list as the needs of the service require. Due to cut-backs in naval personnel allowances it is expected that a smaller number than usual will be selected for warrant appointment.

Approximately 700 petty officers have been raised to W-1 warrant rank since July 1952. These were taken from the eligibility lists established by the 1952 board.

The greatest shortages in the present selection list exist in the critical electronics classifications, certain aviation ratings and other ratings peculiar to submarines.

It is emphasized that applications are not solicited by BuPers and none are desired. Selections will be made on a merit system basis established by individual service records and CPO-PO1 Evaluation Sheets (NavPers 1339-Rev).

• **KOREAN RIBBON**—The terminal date for the 10th Korean Battle Star has been set by CNO. Known as "K-10, Korea, Summer-Fall, 1953, its dates run from 1 May 1953 to 27 July 1953.

When ships or units receive notification from Commander Naval Forces, Far East, that they have earned the medal (and star), eligible personnel become entitled to add the star on their ribbon. The last engagement star authorized was "K-9, Third Korean Winter." It covered a period which began 1 Dec. 1952.

# HERE'S YOUR NAVY

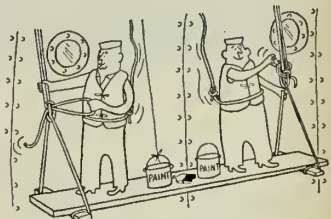
Marlinespike and deck seamanship with their manila lines, wire ropes, blocks and "knots, hitches, bends and splices" continues to play a key role in today's Navy. Even the latest sub-



marine, whose topside is as smooth as a whale's back, "ties up" with old fashioned mooring lines. And it carries lines and blocks for transfer of stores and personnel at sea, too.

★ ★ ★

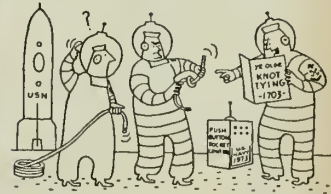
Signs of such seamanship are found topside on practically all ships. Stages, with stage lines, are used for over-the-side work. Boatswain's chairs are used for scrubbing or painting stacks and masts. Sturdy lines and multi-sheave blocks, are used in the boat davit



and boat boom areas while the bridge area is characterized by signal hal-yards and their flag hoist retrievers. There is much variety. Mine sweepers, for example, have their own intricate wire rope arrays while net layers and large tugs have other type rigs.

★ ★ ★

The most elaborate rigs are found in such ships as attack transports, attack cargo ships, store ships, fleet oilers, tenders and repair ships. Here you'll find one or more powerful booms along with their accompanying



winches, guys, whips, topping lifts and cargo hooks. Handling these devices calls not only for skilled seamanship but for plenty of old fashioned heaving around. "Push buttons" are a long way from taking over in marlinespike and deck seamanship.





NO JIGSAW PUZZLE—but a 'compilation mosaic chart' is being put together by hydrographer at Far Eastern Branch.

### *Hydrographic Branch Offices—*

## They Keep You Posted on Rocks & Shoals

**L**IKE the law, the long arm of the Navy's Hydrographic Office reaches into all parts of the world.

Altogether, the Hydrographic Office maintains 22 branch offices, each at a strategic spot around the globe. At each branch office is kept the hydrographic, oceanographic and meteorological information necessary to insure the safe passage of ships as well as a complete stock of up-to-date charts for all areas.

One of the newest of Hydro's branch offices is at Yokohama, Japan, where the small group of one officer and twelve enlisted men are issuing charts by the thousands each month.

The Yokohama office was established at the outbreak of hostilities in Korea to collect and pass out up-to-the-minute nautical information to the UN forces in the Far East.

The invasion at Inchon, the coast wise patrolling throughout the conflict, the epic evacuation at Hungnam—all would have been next to impossible without the vital information in chart form supplied by the little-known office on a side street

in Yokohama, the only one of its kind in the Far East. The nearest other Hydro office is at Pearl Harbor, more than 5000 miles away.

United Nations forces afloat in the Far East are not the only ones who benefit from such services. Commercial ships sailing from Yokohama can purchase navigational information at a minimum cost from the Hydrographic Office to insure safe navigation to their next port of call.

The Branch Hydrographic Office at Yokohama, like similar offices maintained by the Navy, is replete with every type chart available to the navigator. In a matter of minutes the branch Hydro can tell the navigator of a ship the position of a coral reef in mid-ocean, or if there is a sand bar at a certain place in the Bering Strait.

Navigational situations throughout the world, such as the location and direction of high winds or hurricanes, can be pin-pointed with a minimum of effort and complexity, thanks to the Navy's hydrographic system, which coordinates all its ac-

tivities through the main Navy Hydrographic Office at Suitland, Md.

The development of the present system of hydrographics can be traced back to 1830 when the Navy established a "Depot of Charts and Instruments" in Washington, D. C., with LT L. M. Goldsborough as the first officer-in-charge. Later, while LT Matthew F. Maury was the officer-in-charge, the Depot came to be known as the "Naval Observatory and Hydrographic Office."

LT Maury, who had been interested in navigation all his life, set out to accumulate reports of winds, weather, currents and other items of navigational interest. His plan was to have all ship masters submit information on their experiences to a central agency, his office, where the information could be evaluated, compiled and made available to ships at sea.

In the days before the establishment of the Hydrographic Office and branches, the Navy's sailing ship navigator guided his ship largely "By guess and by God."



Every day presented new tests of his seamanship ability. What was the most favorable route? What winds and currents would be encountered? What were the chances the ship would run into high winds, hurricane, fog or iceberg?

At the start of the Civil War, LT Maury joined the Confederate forces, but by this time he had laid the foundation for the modern science of oceanography and although he was gone, his work continued. Branch Hydrographic Offices began to appear in 1882 when the first office was opened at Boston, Mass. Branch Offices now are located in the principal ports of the United States and at San Juan, P. R., Cristobal, C. Z., Honolulu, T. H., and Yokohama, Japan.

In 1952 the Navy established Hydrographic Distribution Offices at the Naval Supply Depots, Clearfield, Utah and Scotia, N. Y. The purpose of these units was to provide a decentralized distribution point for charts and publications and to make their distribution a part of the Navy's supply system.

The Hydrographic Distribution Offices are in addition to the Branch Hydrographic Offices, such as the one at Yokohama, and the nine Air Navigation Offices located throughout the world.

Whereas experience and second-hand accounts from other ships' masters who had sailed the routes inadequately provided the important information needed by the Navy's



**STRAIGHT DOPE**—LTJG H. D. Simmons, of Yokohama Branch Hydro Office, explains navigational problems to second mate in chartroom of merchant ship.

early navigators, today's seafarer can rely on charts and information compiled by the Hydrographic Office. These aids give our ship commanders the opportunity to navigate without much of the previous guesswork.

For example, the average distribution of charts and weather reports at the Yokohama office totals in the thousands each month. During 1952, the Yokohama Branch Hydrographic Office released approximately 33,000 charts to U. S. Navy and merchant ships in the Far East.

With the UN forces in the Western Pacific also using the facilities of the Yokohama Branch Hydro Office, the office sometimes resembles a United Nations cloakroom, as representatives of all the various nations gather to seek charts and information on the best sea routes.

The long arm of the Navy Hydrographic Office, with the helping hands of its branches, performs a highly technical and vitally important job necessary to the daily operations of the fleet.—Pete Noyes, JOSN, USN.



**CREW** of Navy sounding boat takes position 'fix.' Right: Oceanographic ships, USS Rehoboth (AGS 50) and USS San Pablo (AGS 30), visit Monaco, home of International Hydrographic Bureau, while on an expedition.





GREEN MOUNTAIN NAVYMEN come in 'on the double' for training. They'll board LSI(L) 799, of Lake Champlain 'Navy.'

## Sailing with the Green Mountain Navy

THEY know their Navy in the Green Mountains and they're learning more all the time. For many years, Naval Reserve Division 1-44 has been passing the word to civilian-sailors who meet weekly in its Naval and Marine Corps Reserve Training Center in Burlington, Vt., on the shores of Lake Champlain.

This "mountain Navy" training broadened in scope late in 1947 with the arrival of USS LSI(L)-799, one of the more than 150 small ships assigned to various training centers and other locations in the U. S. where Naval Reservists are trained.

Based on a waterfront slip adjacent to the training center, the floating classroom operates in some 499 square miles of deep water in an area whose historic role was of considerable importance to the birth of the United States.

LSI(L)-799 is the most recent of strange craft to invade history-laden Lake Champlain. Preceded through the years by war canoes, bateaux, galleys, gondolas and steamboats, the ship—minus superstructure—had been brought from Boston under her own power via the Cape Cod Canal, Long Island Sound, the Hudson River, through the Champlain Barge Canal. Waterfront observers

scratched their heads when they first saw the odd-looking vessel. It was long and gray and was flying the American flag. But where was the superstructure?

The word was soon out, however, and Vermonters welcomed the first installment of their training ship. A few days later the superstructure "floated" into Burlington—on a truck.

It had been necessary to remove

the superstructure in Boston and ship it overland because of low bridges along the canals.

At one point, the topside crew had to lie prone as the ship passed under a bridge with just 18 inches clearance. Only thin men manned topside that day.

From 1948 to 1951, LSI(L)-799 was used principally to train members of Naval Reserve Division 1-44, but in 1952, Reservists from various 1st Naval District Training Centers were ordered to the ship for their two-week training duty. More than 1500 officers and enlisted personnel have gone through the ship's intensive shiphandling and seamanship courses during the past two years.

Reservists are also acquainted with the history of the area in which they serve. For centuries before the coming of the white man, Indians used Lake Champlain as a military "highway." British fleets made three separate invasions of the area. Such men as Ethan Allen, Burgoyne, Montcalm, Washington, and Master Commandant McDonough, figured prominently in Lake Champlain's history.

Observers have praised the training program of LSI(L) 799, saying that Naval Reservists have an opportunity to learn at first hand a great deal about ship-handling.



FIRE-FIGHTING party prepares to enter ramp room during fire drill for Reservists aboard LSI(L) 799.



The training schedule calls for almost every type of exercise—conning the ship, handling the helm, mooring practice, signaling, fire drills, seamanship, work in the engineroom, small-arms practice, standing watches and swimming instruction.

Several times during each cruise the vessel ties up for the night at one of the ports about the lake, such as Plattsburg, St. Albans, Fort Ticonderoga, Port Henry and Rouse's Point to enable civilians to inspect a real Navy ship.

Visitors are welcomed aboard each evening and a million questions—more or less—are answered by all hands as the guests are escorted about the unrestricted sections of the training vessel.

On one occasion, more than 500 men, women and children came aboard during an overnight stop at St. Albans.

Whenever trouble has appeared on the Lake, the Navy has been ready to bear a hand. One squally March day, for example, two Reservists peering out across the lake through the driving rain spotted an overturned rowboat with two men clinging to it. They jumped into a rowboat, battled their way out into the lake and fished the half-frozen men out of the water. Sixteen minutes from the time they were spotted, the two near-victims were on their way to a hospital.

In 1950, Reservists cooperated with Burlington firemen to fight what could have been a disastrous waterfront fire.

Last winter, when normal communications in their part of Vermont failed because of a 28-hour snow-storm, Reservists helped with their radio equipment. Earlier, *LSI(L)-799* conducted a lengthy search for three college students presumably drowned when their boat capsized. The search ended only when the upturned boat and empty gasoline can had been found.

Cooperation with the University of Vermont's ROTC has been more cheerful. Each spring the ship takes these student soldiers on war games, consisting of amphibious assaults against isolated coasts and islands in the Lake.

The people around Lake Champlain are certainly proud of their "Green Mountain Navy." They'd like to see it grow.—CDR. George A. Raiche, USNR.



RESERVE officers take turns 'conning' ship during cruise. Training schedule includes almost every type of exercise, from seamanship to small-arms practice.



USS *LSI(L)* 799 sails through Burlington, Vt., Harbor. Below: Liberty party of Reservists 'mans the guns' at Fort Ticonderoga. Lake Champlain is at right.





# Navy Wins Championship of Interservice

**N**AVY became the unofficial world-wide Interservice athletic champion for 1953, as Sea Service teams won the championship in baseball after taking the basketball crown, running second in track and field and placing third in boxing. The Army finished second, the Marines third, the Air Force fourth in the four-sports service competition.

The same sports—basketball, boxing, track and field, and baseball—are scheduled for All-Navy and Interservice competition next year. Information on which service will act as host and the site of the games will be announced next month.

Naval Air Station, Los Alamitos, Calif., the same station that brought home the Interservice basketball crown for the Navy, came through to win the first annual Interservice Baseball Championship last month at Quantico, Va.

The All-Air Force team from Barksdale Air Force Base, La., coped second place while the two pre-tournament favorites, the Quantico Marines and Army's Fort Belvoir, finished third and fourth respectively.

Los Alamitos iced its victory in the championship game of the Armed Forces "World Series" with a five run third inning outburst against Barksdale. Catcher Al Jones, SN, usn, opened the Navy third with a walk off losing Air Force pitcher Bill Fuchs. Pete Vucurevich, SN, usn, Los Alamitos pitcher, sacrificed Jones to second.

Second baseman Don Hedrick, AN, usnr, followed with a single to

## Box Score of Armed Services Teams in Four Sports

Here's the box score for the 1953 Interservice sports season:

- **Basketball**—Navy (Los Alamitos) defeated the Army (Fort Belvoir) and Quantico Marines to win the Interservice championship. Marines finished second, Air Force third and Army fourth. Johnny Arndt, SN, usnr, Los Alamitos' guard, won the "Outstanding Player" award.

- **Boxing**—Navy middleweight Bill Tate, DN, usn, of NTC Great Lakes won the only Interservice boxing title for the Navy. He was also selected as "Outstanding Boxer" of the tournament. Army won first place, Marines second, Navy third and Air Force last.

- **Track and Field**—Navy, spearheaded by the NTC San Diego thin-clads, won eight first places, more than any other service, but placed only second in final point tabulation. Army won the title with the Navy second, Marines third and Air Force last.

- **Baseball**—Navy (Los Alamitos) defeated Army (Fort Belvoir) and the Air Force (Barksdale AFB) to win the Armed Forces "World Series." Air Force finished second, Quantico Marines third and Army fourth.

Here's how they finished:

Service	Basketball	Baseball	Track & Field	Boxing
1. Navy	First	First	Second	Third
2. Army	Fourth	Fourth	First	First
3. Marines	Second	Third	Third	Second
4. Air Force	Third	Second	Fourth	Fourth

score Jones and, when the ball rolled past the centerfielder, Hedrick went to third. Outfielder Tony Melton, AN, usnr, doubled down third base to score Hedrick and put the sailors ahead 2-0 with only one out.

Third sacker Charley Weymann then worked a free pass to put runners at first and second whereupon Dale Coogan, SN, usnr, player-manager for Los Alamitos, blasted a home run high over the right field fence 315 feet from home plate to drive in the final three runs of the inning.

Vucurevich went the route for

Alamitos, giving up only two hits, walking five and striking out seven. The Navy fastballer had a no-hitter going until Air Force catcher Max Rhinehart doubled to center in the sixth inning.

Barksdale, a potent underdog, had reached the finals against Alamitos when the Air Force "Bombers" upset the Quantico Marines 1-0 in the nightcap of the first day's games. Mel Harnly, 33-year-old Air Force captain, later voted the "Outstanding Player" of the tournament, held the big Marine bats except for four scattered hits.

HOOPSTER George Yardley goes high into the air to snare rebound. NAS Los Alamitos took Interservice title.





# Sports Tourneys

Los Alamitos opened the two-day tournament with a rousing 4-1 victory over the favored Army team, Fort Belvoir. Les Phillips, AN, USNR, got credit for the win although forced to leave the game in the sixth with a blister on his thumb. Al McKinney, SN, USN, finished the mound chores for the Navy team without allowing a hit.

Fort Belvoir took a momentary lead in the game, scoring an unearned run in the second inning, but in the fifth, Alamitos forged ahead when outfielder Fred Myatt, AN, USNR, stroked a single with the bases loaded to score two runs and put Navy into the lead.

Don Mallott, AN, USNR, Alamitos shortstop, added two more runs to the Navy cause in the eighth when he smacked a two-run home run over the 35-foot left field fence 300 feet away.

In the consolation game, Quantico thrashed Fort Belvoir 8-1 behind the four-hit pitching of Roger Osenbaugh. Sal Olivo, Quantico outfielder, led the 15-hit Marine attack against three Army pitchers with a triple, double and two singles in five times at bat.

Los Alamitos had the top team batting average of the Interservice tourney, making 20 hits in 66 official at bats for an excellent .303 average. This average, however, was 33 points lower than the "Air Raiders" compiled during the All-Navy tournament when they finished with .336.

## ALL-NAVY CHAMPIONSHIP

It took only the minimum three



**DON MALLOTT** crosses home plate after blasting two-run home run over fence. Navy punched out 4-1 victory over Army to win Interservice championship.

games for Los Alamitos to cop the All-Navy baseball championship at Jacksonville, Fla., against the Eastern Navy champs, the "Gators" of the Atlantic Fleet Amphibious Command.

In the first game, the "Air Raiders" came from behind a three-run deficit to score five times in the third inning and go on to win 10-5. Al McKinney got credit for the victory; PhibLant's Bob Nuxhall, SN, USN, was charged with the loss.

Los Alamitos' Les Phillips fashioned a neat two-hitter as the "Raiders" copped the second game of the best-of-five series, 8-1. PhibLant's ace

southpaw, Paul Patterson, SN, USN, lasted only five innings and was tabbed with the loss.

PhibLant came back strong in the third in what proved to be the final game of the series, but the effort fell short. Bob Nuxhall had a 3-0 shutout going until the roof caved in on him in the eighth and Los Alamitos crossed the plate three times.

The score remained tied until the bottom of the 12th inning when Los Alamitos loaded the sacks with none away and outfielder Bob Zuber, SN, USN, singled to drive in the winning run to give the Raiders a hard-earned

**NAVY** placed third in Interservice boxing. Right: Fast action in track and field put Navy in second place.





4-3 victory and the All-Navy championship.

Alamitos' sharp pitching was the major factor in moving the club successfully through the All-Navy eliminations and on to the Interservice title.

In the All-Navy eliminations, McKinney tossed a one-hitter at SubPac and in the finals, Phillips' 2-hitter won the second game against Phiblant.

In the Interservice series, Phillips and McKinney combined to give only three hits to the Army and then Vucurevich wound up the sparkling Los Alamitos season with a two-hit shutout for the Interservice baseball crown.

Here's how the Navy teams finished up in naval district and All-Navy eliminations. The naval district

champion is listed first, with its winning score over the second place squad noted (if available):

#### **Naval District Champions**

##### **East Coast**

• 1st ND—NAS Quonset Point, R. I., defeated Newport Naval Station, 8-4.

• 3rd ND—NSD Bayonne, N. J., outscored *uss Antietam* (CVS 36) 8-6.

• 4th ND—NAS Lakehurst, N. J., is this year's champion.

• 5th ND—NTC Bainbridge, Md., defeated NAS Norfolk, 4-3.

• 6th ND—NABTC Pensacola edged NAS Memphis, 4-3.

• 8th ND—NATTC Norman, Okla., retained the title by defeating New Orleans Naval Station, 4-2.

• 9th ND—NTC Great Lakes, Ill., is the top team.

*Eastern Naval District Champion*—NABTC Pensacola, Fla. (double-elimination).

##### **West Coast**

• 11th ND—MCRD San Diego won the district title, but competed in the All-Marine eliminations. Second place Los Alamitos won the right to represent the district in All-Navy play.

• 12th ND—NAS Alameda, Calif., is champion.

• 13th ND—NAS Whidbey Island, Wash., came out on top.

• 14th ND—Honolulu Coast Guard won but USCG units were not considered for All-Navy or Interservice play, so second place SubPac represented the district in the Pacific Fleet eliminations.

• 17th ND—Kodiak All Stars won the title.

### **Navyman Gene Littler Is National Amateur Golf Champ**

Gene Littler, SN, USN, the first Navyman ever to be selected to the American Walker Cup golf team, proved the astuteness of his selection as he won the National Amateur Golf championship in the tournament held at Oklahoma City.

Littler, who took annual leave from his duty station at NAS San Diego, Calif., to participate, won the crown on the 36th hole of the championship match.

After a good tee shot, on the final hole, Littler fired a No. 7 iron to land on the green 19 feet from the pin in two. His opponent, Dale Morey, 32-year-old former pro, was on the green in three, on a tee shot, a No. 5 iron that went into a trap and a blast out that placed his ball six feet from the cup.

Gene hadn't made a long putt all afternoon. But now he took out his mallet-headed putter, stroked the ball and watched as the spheroid took the shortest distance to the cup and dropped in.

Littler, who is gifted with exceptional powers of concentration, led in the title match 3-up on the 27th hole. In the match play tournament, Gene had many chances to close out the match in the last 8 holes, but his "cold putter" held him back.

Going into the 34th hole, Littler still had his 3-up lead but Morey won the 34th and 35th pulling up

to 1-down before Gene, tabbed "The Hogan of the amateurs" won the match going away on the 36th.

This is the second year Littler has played in the National Amateur. Last year, he was eliminated in the quarter finals, a victim of an ice cold putter. This year, Gene came on fast to win the Palm Springs, Calif., tournament and the California Open.

Just before entering play in the National Amateur, he also won his first match in Walker Cup competition. Every two years, the top amateurs from the U. S. and England meet in the Walker Cup matches.

On the way to the finals in the National Amateur, Littler defeated Tom Barnes 2 and 1, Bill Webb 2-up, Dave Dennis 3 and 2, Sig Harpman 6 and 4, John Morgan (British Walker Cupper) 3 and 2, and Ted Richards 3 and 2.

The 21-year-old Littler, who has never had a golf lesson in his life, learned his golf from his parents, both good golfers.

Other Navy men in the National Amateur included Richard Davies and Gene Coulter, both from NTC Bainbridge, Md.

#### **Navy Wins .45 Cal. Pistol Championship in NRA Meet**

Navy men won top honors in the .45 calibre team matches in the

National Rifle Association tournament held at Camp Perry, Ohio. While the Navy was winning the .45 calibre matches, Army won the .22 calibre matches and the Marine team copped the center fire championship.

The members of the winning Navy team, all of whom hold the Master's Classification in the National Rifle Association, are Commander F. F. Hedblom MC, USN, from *uss Midway* (CVA 41), Chief Machinist Offutt Pinion, USN, of *uss Kula Gulf* (CVE 108), Leonard M. Rizzola, AFC, USN, of Photo School, NAS Pensacola, Fla., Fred E. McFarland, AD1, USN of FasRon 117, Barber's Point, Oahu, and alternate Charles L. Frazier, AOC, USN.

The scores of the winning Navy foursome were: Hedblom 283, Pinion 272, Rizzola 287 and McFarland 278.

Rizzola also placed fifth in the individual championship matches with a score of 2581 out of a possible 2700 while Pinion placed tenth in the individual matches.

Another Navyman, Victor Farr, GMC, USN, of PhibPac, won two championships. Firing in the Expert Class, he scored firsts in both the .38 and .45 calibre matches over the National Match Course and placed second in the .22 calibre pistol matches.



INTERSERVICE champs—NAS Los Alamitos players line up on first base line before opening game of the series.

Western Naval District Champion  
—NAS Los Alamitos (double eliminations).

#### Pacific Fleet

• SubPac defeated ComNav-Mariannas 2-0 in the championship game of the double elimination series. Other teams in the tournament were ComNavPhil and ComNavFE.

#### Atlantic Fleet

• PhibLant placed second to the FMFLant Marines from Camp Lejeune in the Fleet tournament, but won the right to represent the Atlantic Fleet in the All-Navy semi-finals. Other teams in the tournament included DesLant, ServLant, Cin-

CLant Headquarters, AirLant (represented by *uss Wright*, CVL 49) and BatCruLant (represented by *uss Mississippi*, EAG 128).

#### ALL-NAVY SEMI-FINALS (Best 3 out of 5)

West Coast			
SubPac	8	Los Alamitos	7
(10 innings)			
Los Alamitos	2	SubPac	1
Los Alamitos	8	SubPac	4
Los Alamitos	6	SubPac	2
East Coast			
Pensacola	5	PhibLant	0
PhibLant	7	Pensacola	4
(13 innings)			
PhibLant	7	Pensacola	3
PhibLant	4	Pensacola	1

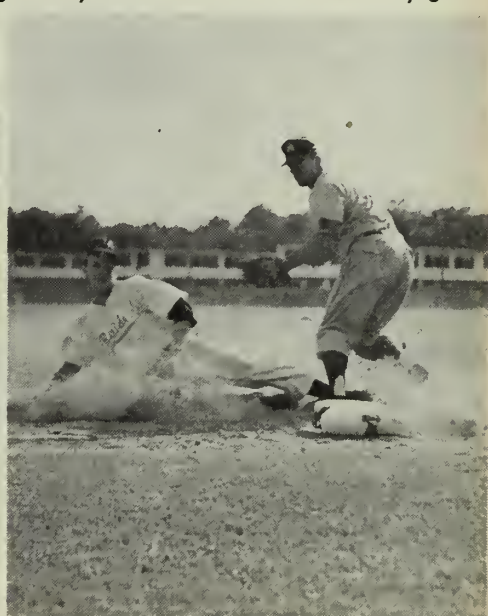
#### ALL-NAVY FINALS (Best 3 out of 5)

Las Alamitos	10	PhibLant	5
Los Alamitos	8	PhibLant	1
Los Alamitos	4	PhibLant	3
(12 innings)			

#### INTERSERVICE SERIES

Eliminations	
Navy	Army
Los Alamitos—4	Ft. Belvoir—1
Air Force	Marines
Barksdale—1	Quantico—0
Consolation	
Marines	Army
Quantico—8	Ft. Belvoir—1
Championship	
Navy	Air Force
Las Alamitos—7	Barksdale—0

COOGAN rounds home for Los Alamitos in game with Little Creek. Right: Player slides into third in All-Navy game.





Brief news items about other branches of the armed services

★ ★ ★

SAFER AND MORE ECONOMICAL shipment of military cargo by truck and rail may be achieved by a new type pneumatic cushion developed by the Army Quartermaster Corps.

The cushion, approximately 36 by 72 by 12 inches, is a pillow-shaped envelope made of a gas-tight fabric. When deflated, it is placed in the spaces left by the variation in shape of the items being shipped. Once in place, the cushion is inflated to six or eight pounds of air pressure causing it to expand and thereby holding the cargo in place during the movement of the train or truck.

In addition to minimizing possible damage to supplies while in transit, the experimental cushion may result in important savings in dockside time and the labor and lumber used in conventional shoring systems.

★ ★ ★

THE MILITARY AIR TRANSPORT SERVICE (MATS) is celebrating its fifth anniversary this year.

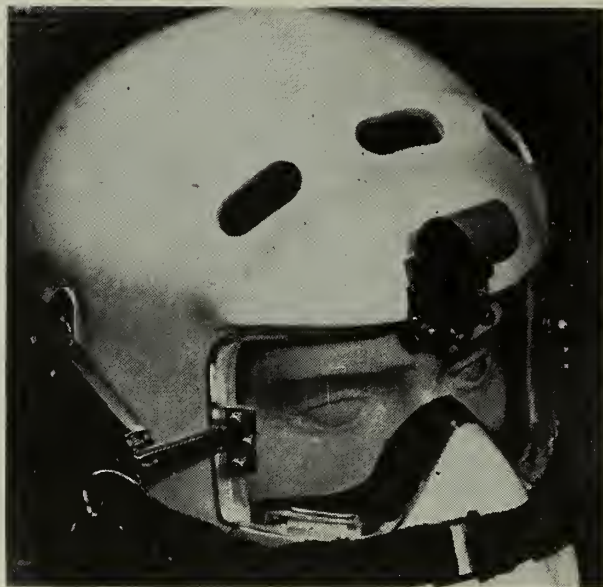
During its five years of operation, MATS, assisted by contract aircraft, has airlifted more than 1,650,000 military passengers, 250,000 medical patients, and 316,000 tons of high priority cargoes to U.S. Army, Navy and Air Force installations throughout the world.

The combined weight of passengers, patients, cargo and mail airlifted exceeds 526,000 tons. Statistics also show that MATS has flown an estimated 3,200,000,000 passenger miles, 650,000,000 patient miles, and 1,000,000,000 ton miles.

Before the outbreak of the Korean war, strategic airlift was a one-way air lane. Today, after having delivered critical cargoes and high-priority personnel to the Far East, MATS utilizes what would otherwise be a largely unused airlift to bring back to the U.S. the military ill and wounded. Because of prompt medical care in Korea and aero-medical evacuation, the mortality rate of our wounded in Korea today is about half that of World War II.



ARMY'S new rough-terrain type fork lift can operate in sand, go over obstacles, keeping its load balanced.



SLOTTED HELMET is designed for emergency "bail out" at supersonic speeds. Slots reduce windshock and airlift.

A SLOTTED HELMET, designed to protect pilots forced to bail out from their aircraft while traveling at supersonic speeds, has been developed for the Air Force.

The helmet has been successfully tested in an outdoor wind tunnel at simulated speeds up to Mach 1.04 ("Mach 1" is approximately the speed of sound at whatever altitude the aircraft is flying).

At such speeds standard type helmets tend to be ripped off a pilot's head. This is due to the tremendous air pressure built up inside the helmet which soon becomes greater than the strength of the fittings attaching the helmet to the head. Without his helmet, the pilot being ejected from his fast-flying plane is without protection from wind blast and—since the oxygen supply is attached to the helmet—also is without oxygen.

The new headgear is constructed with slots or vents cut into the forward crown of the helmet. The slots not only serve as a means to let inside pressure escape but also create a partial vacuum which helps hold the helmet firmly in place. In the present experimental stage, each helmet must be designed and fitted to the individual pilot.

★ ★ ★

THE 1952 MACKAY TROPHY has been awarded for the first non-stop jet flight across the Pacific Ocean, made in July 1952 by Major Louis H. Carrington, USAF.

An all-Texan crew, flying a multi-engine RB-45 jet, took the Great Circle route from Elmendorf Air Force Base, Alaska, to Yokota Air Base, Japan, a distance of 3460 nautical miles. The flight took nine hours and 50 minutes, about seven hours of which was under instrument-flying conditions. Two in-flight fuelings were made under adverse weather conditions.

The Mackay Trophy, a silver cup, is awarded annually to a member or members of the Air Force for that year's most meritorious flight. The trophy was deeded by Clarence Mackay in 1911 to the NAA which administers the award with the Air Force.

**ARMY DOG-TRAINING CENTER** — At Camp Carson, Colo., in the foothills of the Rocky Mountains, there is a staff of officers and cadremen whose job it is to turn dogs into competent assistants for troops in combat. An extension of the World War II "K-9 Corps," the center was opened in December 1951 under the direction of the Provost Marshal General.

The Remount Branch of the Quartermaster Corps procures the canine recruits—principally German Shepherds—and holds them for a 21-day quarantine period at Cameron Station, Va. From here they are shipped to Camp Carson to begin their training. First they are put through a three-week basic course and later, through an eight-to-12-week specialized course. Each animal is "graduated" as a specialist in sentry, scout or messenger dog operations.

The basic course establishes a working relationship between the individual dog and the soldier handler. Obedience is the first rule. The dog learns to "heel," which means to walk at the handler's left side with his head even with the handler's knee. This lesson is followed by others which train the dog to "sit," "down," "stay," and "recall."

To accustom him to sounds which would otherwise make him flinch, the training area is alive with giant firecrackers, explosive charges and live rifle fire.

When he completes the basic course, the dog goes before a committee of officers and cadremen to be selected for the specialty to which he seems best fitted. An aggressive dog is ideal for sentry work. One which rates above average in alertness and sense of smell is usually trained as a scout dog. Those proved to be highly intelligent and which show a strong desire to please their handlers, are started in the messenger dog course.

★ ★ ★

A PRE-LOADED BOMB DOOR which rotates 180 degrees just prior to bomb release and leaves no open bomb bay to be buffeted by the wind, has been developed for the Air Force. With this door, a jet bomber traveling at high speed will not have to slow down to make a successful bomb or rocket release as it has in the past.

A slow-down is necessary because today's bomb bay requires that doors be opened so the bombs can be released, leaving the entire bay area a yawning chasm in which the airstream can play weird tricks. Not only is the airplane subject to unusual buffeting from gusts when the bomb bay doors are opened, but in many instances the turbulence is so great that bombs fail to fall, presenting a hazard to the aircraft as they "float" in the bay cavity.

The new rotary bomb door overcomes these disadvantages. The door turns over rapidly and has little effect on the airplane's speed, trim and stability. When in operating position, the bombs are externally carried, eliminating the hazard of a loose bomb. Except for the short time involved in opening and closing the door, there is no opening in the fuselage.

Two types of doors may be used. In the "A" type, all size of bombs except the very largest are carried. The "B" type, for extremely large bombs, bulges out the contour of the bottom of the fuselage to accommodate the big bomb.

A NEWLY-DEVELOPED HEAT-SENSITIVE CABLE has proved itself highly effective in minimizing aircraft fire hazards under flying conditions, the Air Force has announced.

The cable, only seven hundredths of an inch in diameter, was installed in the nacelle of a 3600-horsepower B-36, pusher-type engine. The engine was set afire repeatedly in a wind tunnel, thus simulating flying conditions. In a matter of seconds, in each instance, the cable sounded alarms which would, in flight, alert a crew in ample time to take remedial action.

Supplementing the present fire detection system, which has been used in a majority of aircraft for the past seven years, the new cable permits even greater areas to be protected because it is sensitive along its entire length.

In every test thus far, the cable has responded quickly to the touch of flame without signs of weakening through repeated exposures to fire.

★ ★ ★

A TELEVISION UNIT, expected to revolutionize combat communications, is being tested by the Army Signal Corps.

The mobile TV unit will be able to go practically anywhere to transmit its pictures, the Signal Corps says. The first unit is now touring Army installations in the U. S.

Several of its many uses include service as a tactical unit for reconnaissance work, and in fire control, data transmissions, briefing of tactical commanders, guidance of pilotless vehicles and close-up observations of the action and effect of weapons.

The new unit may also serve as a training aid in Army schools, and as a technical tool to be used primarily for viewing objects with which direct contact would be highly dangerous such as contaminated or radioactive substances.



AIR FORCE'S rotary bomb door, shown completing 180-degree turn, makes possible high-speed bomb-release.





## Highland Liberty

**H**ISTORIC Scotland has been an interesting liberty spot for Navymen participating in NATO exercises.

Sailors are impressed with the contrast between old and new found in Scotland. They enjoy rides on Edinburgh's four-wheel double-decker trolley cars as they visit the impressive buildings and monuments.

The many shops which line the streets of Edinburgh attract souvenir hunters. Navymen with Scotch ancestry search for their family clan tartans. Others find good buys in hand-woven goods, leather articles, glassware.

Here are some scenes from the "Highlands":

*Upper right:* Sailors look over a tartan guide in front of a shop in Scotland. *Upper left:* These Navymen found there's a "wee bit more" to playing the pipes than they had thought. *Left center:* Royal Scots piper shows a bluejacket how those pipes should really sound. *Lower left:* "Bowling on the Green" attracts these two Navy visitors. *Lower right:* Atop Edinburgh Castle, sailors compare the old-time cannon with modern Navy armament with "Argyle and Sutherland" Highlander.





# LETTERS TO THE EDITOR

## Eight Years' Obligated Service

SIR: I understand that anyone under 26 years of age who enlisted in the service after 19 June 1951 will have to serve a combined total of eight years active and reserve time.

However, in the year 1951 college graduates were given the benefit of one month in which to make up their minds to be drafted or to select the service of their choice by enlisting. That period was arbitrarily set from 15 June (as the average date of graduation) to 15 July, during which time the college grad would be free of Selective Service interference.

I was graduated 18 June 1951 and enlisted in the Navy 14 July 1951. I would like to know if I am subject to the eight-year obligation or not? — W.L.B., JO3, USN.

• Under the provisions of the Universal Military Training and Service Act (Public Law 51), every man who is under 26 years old and enlists, is appointed or inducted into military service for the first time subsequent to 19 June 1951, is obligated for eight years of military service. This may be eight years of active duty, eight years of inactive duty in the Reserve components, or a combination of both. This obligation applies to anyone regardless of education, enlisted or officer status.

We do not have any information about an arrangement between Selective Service and college grads as mentioned in your letter. However, it is possible that such a period of time was granted by Selective Service to give the individuals concerned an opportunity to enlist in the service of their choice.—Ed.

## Transfer to Regular Navy in Grade

SIR: I would like to transfer to the Regular Navy, and would like to keep my present rate if possible. How do I go about it?—P. A. R., RD1, USNR.

• Ask one of the yeomen to show you BuPers Inst 1130.4 dated 17 Mar 1953. There you will find you can take a test to substantiate your qualifications to ship into the Regular Navy in your present rate; you can also transfer in a lower rate without the test. In case there is a limitation on shipping over in the same rate, it will be announced in the BuPers Notice that tells of each scheduled service-wide examination.

You have to be recommended by your CO who will take into account your ability to perform the broad duties of the general service rating you will be recommended for.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Correct Uniform When Traveling

SIR: I would like to know what the correct uniform is for personnel traveling under orders. Some say the uniform-of-the-day of the local area and others are of the opinion that it's always Dress Blues.

We have checked BuPers Manual, Navy Regs, Travel Instructions and Uniform Regs and have not found the answer. I have always been of the opinion that the uniform is blues but it seems to me that this, if correct, is an "unwritten law." — V.V.L., YNC, USNR.

• You are right. There is no specific regulation on this question. However, it is the custom of the service for enlisted members to wear Dress Blue, Baker, and officers to wear Service Dress (Uniform Regulations 1951, Art. 0201). Dress blue is always correct for any locality.

Whites would be just as correct, however, in localities where the uniform of the day was Undress White, Able, with neckerchief, and would be more comfortable.—Ed.



SEAGOING Waves, first to report to MSTS for duty with medical department, tour USNS Gen. M. M. Patrick.

## College Finances for Korean Vet

SIR: When I get out of the Navy I'm planning to enroll in college under the Korean G.I. Bill. While in college would it be permissible for me to get a part-time job in the evenings to supplement my monthly G.I. allowance? Also, would my allowance be reduced if I got a job?—J.B.W., YN2, USN.

• There are no restrictions on veterans' getting part-time jobs to add to the monthly allowance they receive while going to college under the Korean G.I. Bill. And you will receive the same allowance regardless of how much money you earn on the side.

However, the Korean G.I. Bill places a \$310-a-month ceiling on the amount a veteran may draw from both his employer and the Veterans Administration for "on-the-job training." Should a veteran's training allowance plus his earnings as an on-the-job trainee exceed this amount, the VA will reduce his allowance accordingly.—Ed.

## Training to Be a Chaplain

SIR: I have been on active duty with the Regular Navy for 26 months. I want to study to become a minister. I still have 22 more months to do in the Navy, and I would like to know if the Navy has any school for the training of personnel who wish to become chaplains?—R.E.S., MMFN, USN.

• The Navy does not conduct an undergraduate program for the training of chaplains. However, you should investigate to see if you are eligible for education or training for this vocation under the Korean G.I. Bill. It should be pointed out, however, that under no circumstances will you be allowed to commence your education or training while still on active duty.

A Navy Chaplain will be able to inform you of things which you can be doing in the meantime to prepare yourself for the ministry.—Ed.

## Withdrawal of HHE in Storage

SIR: If household effects are placed in temporary storage, is it permitted to have certain items withdrawn, packed and shipped at government expense?—J. M., SKC, USN.

• Regulations provide that in instances where household goods are placed in temporary storage, the owner (upon written request and agreement to pay any additional cost occasioned thereby) may have certain items withdrawn, packed and shipped at Government expense.—Ed.



### Active Duty for Fleet Reservists

SIR: I have been in the Fleet Reserve since 8 July 1952. Can I transfer back into the Regular Navy? If not, can I stay on active duty long enough to complete 30 years service?—H. S., BTC, USN.

• Current instructions concerning Fleet Reservists who desire to continue on active duty after completion of obligated service are contained in BuPers Instruction 1910.5A. Fleet Reservists may volunteer to remain on active duty for periods of 12 months or for specified periods less than 12 months to complete another pay period, but must be separated on the date immediately preceding the date of transfer to the Retired List.

All transfers of personnel of the Regular Navy to the Fleet Reserve, when effected, are conclusive for all purposes, except that the Secretary of Navy may authorize the correction of any error which affects the pay status of the individual concerned.—Ed.

### Named for Man, Ship or Battle?

SIR: I have a little wager as to how the carrier USS Franklin (CVA 13) came by her name. In the May 1953 issue of ALL HANDS, the article on how ships get their names stated that Franklin was named for a former ship. It seems that I read a story that the carrier Franklin was named for the Battle of Franklin during the Civil War.

How about it?—C.W.D., AOC, USN.

• The USS Franklin (now CVS 13), like several other carriers, was named for—and carries the name of—older and honored ships of the Navy. Essex, Enterprise, Boxer, Ranger and Randolph are some others. The present Franklin is the fourth U.S. Navy ship to bear that name.

The first Franklin was a schooner of the 1775 era. The second was a sailing frigate of the 1815-20 era, which, incidentally, had a figurehead of Benjamin Franklin on its bow. The fourth was a steam-screw frigate of the Civil War era.

Incidentally, there was a galley named Franklin during the Revolutionary War which belonged to the Pennsylvania State Navy. The classification

### Wearing Hats in Autos

SIR: Are there any regulations which require uniformed enlisted personnel to wear a hat while traveling in a privately owned automobile on or off the station?—R. J. D., RM1, USN.

• Regulations do not cover the question specifically. It is considered that wearing the hat is part of being in uniform. Exception to wearing the hat is made for those places where being uncovered is recognized by custom as more appropriate—for example, in quarters, offices, theaters, etc. It would appear appropriate that personnel should wear hats while traveling in automobiles on station.—Ed.

"galley" was applied during that time to vessels of war using both sails and oars.

The Franklin of the 1815-20 era was definitely named for Benjamin Franklin, Revolutionary War era scientist and statesman, and the name has been passed down to the present carrier by that name. It is presumed that the first Franklin, which belonged to the Continental Navy and the galley which belonged to the Pennsylvania State Navy, were also named after the man, although there is nothing in the records to prove the latter.—Ed.

### Submarine Training for Reservists

SIR: I am a Reservist on a two-year tour of active duty. Can you tell what course to take in order to apply for submarine school and duty in submarines?—A. W. S., YNSA, USNR.

• Being a Reservist does not exclude your requesting submarine duty if you meet the following requirements:

First, you must have six months or more in your present station; second, you must meet the physical and mental qualifications for submarine duty; third, submit a request to the Bureau of Naval Personnel (Attn: Pers B212d) via your commanding officer.

If selected you will have to sign an agreement to remain on active duty for a period of 18 months from time of entry into submarine school.—Ed.

### Yeoman Divers

SIR: I was interested in the picture of a diver that you showed in your July issue, since I am a qualified diver. I wondered if I am the only yeoman in the Navy who is so qualified?—R. Bruning, YN1, USN.

• Almost. The Tabulated Records Branch of the Bureau of Naval Personnel tells us that on the annual personnel inventory of February 1953 their records showed two others. C. E. Betts, YN3, USN and O. B. Hendrix, YNC, USN, are both qualified as Divers, Second Class.—Ed.

### This School is 'Cool'

SIR: I am interested in the new qualifications for Aviation Structural Mechanic (AM) which requires a knowledge of cabin pressurization and air-conditioning. Are these subjects currently being taught in the Class "A" and "B" schools? Is there a special school that an AM1 can attend to qualify?—R.A.H., AM1, USN.

• The curricula of the Aviation Structural Mechanic school, Classes "A" and "B," include instruction on the working principles and the repair of cabin pressurization and air conditioning systems. The amount of instruction given on this subject fully covers the requirements of the Manual of Qualifications for Advancement in Rating (NavPers 18068).

Students successfully completing the Aviation Structural Mechanic, Class "B" School, return to the fleet with a working knowledge of cabin pressurization and air conditioning. This enables them to understand and repair any such equipment. There is no special school as such for cabin pressurization and air conditioning alone.

If you desire this training you should request assignment by quota to Aviation Structural Mechanic, Class "B" School, via official channels.—Ed.

### Speed Lights and Speed Flags

SIR: It is noted that various ships still use Speed Cones and Speed Lights. These indicators were authorized by DNC 5 which has been obsolete for almost a year. The present communication instruction (ACP 129, Art. 718) authorizes Speed Flags only. What is correct?—R.Z.W., QMC, USN.

• The use of Speed Cones is not authorized, having been cancelled by a CNO letter of 28 Nov 1952 (Serial 24094-P20).

Speed lights are authorized and are in use by aircraft carriers, battleships, cruisers, destroyers and some larger auxiliaries. A speed light table will be included in the next regular change to the USN Addendum to ACP 175.—Ed.



USS FRANKLIN (CVS 13) recently had her designation changed to ASW support vessel. She is in tow by cruiser Pittsburgh after WW II Kamikaze raid.



## SDel for MU

SIR: We anxiously scanned your July 1953 list "Number of Personnel eligible for shore duty." To our dismay we found that musicians (MU) were not included. Is there a separate eligibility list for musicians? — J. W., MU3, USN.



Musician

• The shore duty list for musicians is kept separate from general service ratings, as you guessed.

After you send in your shore duty card you will be transferred to a location of your choice, when a billet is open. We talked with the shore duty desk topside and found out that they keep a careful check on musicians. We were told that very often it is the instrument a musician plays that determines his transfer, together with his time at sea and his choice of location for shore duty.—ED.

## Policy on Change from Line to CEC

SIR: What is the current policy concerning the transfer of temporary USN line officers to Civil Engineer Corps? I am an NROTC graduate and have a B.S. degree in civil engineering.—R.L.W., ENS, USN.

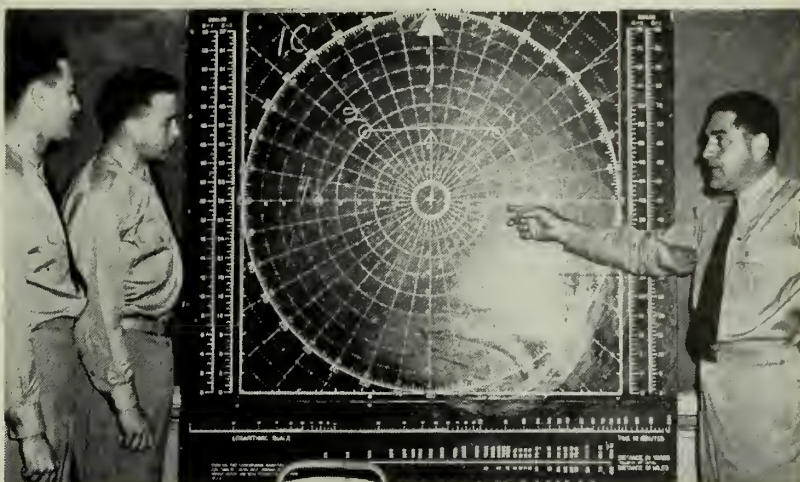
• As an NROTC graduate you will want to refer to BuPers Inst. 1520.5A of 24 Feb 1953, which outlines in detail the eligibility for detailing of ensigns and lieutenants (junior grade) commissioned in the Regular Navy from NROTC units. This directive also contains information as to their eligibility for courses of instruction and change in designation from line to restricted line and staff corps.

In the case of temporary USN officers who are interested in changing their designators to Regular Navy CEC (5100), they must apply for consideration under the normal Regular Navy augmentation program as outlined in BuPers Inst. 1120.12B of 27 April 1953. If the officer is interested in changing his designator to temporary CEC (5101), he may request a normal change of designator in accordance with this same directive.—ED.

## No Virginia State Bonus

SIR: Can you tell me whether or not the state of Virginia is paying a state bonus for veterans of World War II? If not, is anything pending on it?—W.R.T., HM2, USN.

• Prior to 1950 the Virginia bonus bill was introduced to the committee but was killed before it reached the floor of either house for action. As a result Virginia does not now authorize a state veterans' bonus, and no legislation to this effect is now in prospect.—ED.



MANEUVERING board problem, being explained to two prospective OODs, is one of several courses set up by Fleet Training Center, San Diego.

## New Course Readies Prospective OODs for the Fleet

A new training course for prospective officers of the deck has been set up by Fleet Training Center, San Diego. The first of its kind for Pacific Fleet ships, it consists of three weeks of intensive classroom work.

The course, titled "Basic Instruction for Prospective Officers of the Deck" was designed mainly for junior officers and for officers recalled to active duty. Upon completion of the course the officers can go on with advanced training aboard ship—and should be able to qualify more quickly as top watch standers.

The Fleet Training Center has set up the training program in five divisions:

• *General duties*—Concerns officer of the deck duties, the deck log, honors and ceremonies, standard commands and phraseology. Emergency and special situations are included, such as rescue operations, breakdown, and fueling at sea.

• *Communications*—Instruction in visual and radio signaling, with flaghoist and radiotelephone procedures is given. Mock-ups are used as training aids.

• *Tactics*—Formation maneuvers, station keeping and change of station problems are handled. The maneuvering board is part of this phase.

• *Navigation*—Coastwise piloting and Rules of the Road are the main

sections. The use of navigational instruments, a study of buoyage systems and the principles of radar and loran navigation are also included in the course.

• *Seamanship*—The main problems of anchoring and mooring, general shiphandling and shipboard nomenclature are part of the curriculum.

Since September 1952 more than 200 officers have completed the unique course—Lt. S. J. Gilliland, USNR.



COASTWISE piloting and Rules of the Road are the main subjects taught in the navigation course.



## Foremast, Mainmast and Mast

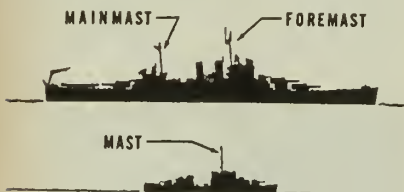
SIR: Which is correct on a single masted ship: "foremast" or "mainmast?" The *Bluejacket's Manual*, pp. 380, states: "On a single-masted ship the mast is amidships or forward, is usually part of the main superstructure assembly and is called the 'foremast' or simply 'mast.'" NavPers 16118, *Seamanship*, p. 442, states: "If the ship has but one mast, it is considered the 'mainmast.' Knight's *Modern Seamanship* states: "The first mast of a ship is the 'foremast.'"—W.S.R., QMC, USN.

• The "foremast" is the mast nearest the bow; the "mainmast" is the mast regarded as the principal mast in a ship or other vessel. It is the second mast from the bow, except in those two-masted vessels where the after mast is small and subordinate, as in a yawl or ketch.

In a single-masted vessel, the proper term is the "mast" although to call the mast the "mainmast" would not be incorrect. In a two-masted yawl or ketch, the forward mast is the "mainmast," and the after one the "mizzenmast."

In a two-masted ship, other than yawl or ketch, the forward mast is the "foremast," the after mast the "mainmast." In a three-masted ship, the forward mast is the "foremast," the middle mast the "mainmast" and the after mast the "mizzenmast."

In short, in a single-masted ship, the mast is referred to as "the mast" although the term "mainmast" is also acceptable. Another term, "Radar mast,"



## Souvenir Books

In this section **ALL HANDS** prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, **ALL HANDS**, and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss *Kearsarge* (CVA 33)—A limited number of cruise books covering the Korean cruise of uss *Kearsarge* during the period July 1952 to March 1953 are available. Send request and money order for \$4.26 to Custodian, Recreation Fund, uss *Kearsarge* (CVA 33), c/o Fleet Post Office, San Francisco, Calif.

could only be properly applied to a special mast for supporting radar antennae other than the mast usually (and properly) called the "foremast" and "mainmast."—ED.

## Distress Signal

SIR: Is displaying the national ensign upside down considered a distress signal as indicated on page 683 of the *Bluejacket's Manual*? I am unable to locate the listing of this distress signal in any publication except *Bluejacket's Manual*. Is it strictly a U.S. Navy signal or an international signal? — E.E.P., QM3, USN.

• Display of the ensign upside down is a national distress signal. It is authorized by Public Law 829, Section 4(a), reprinted as Annex A to DNC 27. The signal is also listed in Table 6, CSP 734(A), (now in a reserve on board status). This table will be reproduced in a forthcoming U.S. Navy publication.

The signal is not used internationally as many foreign flags appear the same right side up as upside down.—ED.

## Collar Insignia for CPOs

SIR: We have been discussing the possibility of CPOs wearing gold specialty marks on the collars of their khaki shirts. This would serve to differentiate the CPOs from the general wearer of the khaki shirt and trousers when worn without necktie. Has this matter ever been brought to the attention of the Uniform Board?—D. R. W., CHPCLK, USN.

• Yes, the Uniform Board has considered it. However, in view of the large number of enlisted ratings, the Board did not consider it advisable from the standpoint of manufacturing and stocking.

As for the CPOs being confused with the general wearer of khaki, it seems to us that the CPO cap and the necktie make a difference. Also, a CPO usually wears his coat when ashore.—ED.

## Guns on WWII LSTs

SIR: Could you verify the fact that during World War II, LSTs carried 3-in. guns? I was a QM aboard LST 6 and I am sure that we had a 3-in. gun mount on our stern.—J.T.S., QMQC, USNR.

• Most LSTs in the early part of World War II carried 3-in. guns. Later, LSTs were equipped instead with 40mm guns.

Armament installations on LSTs were in a constant state of change. In September 1942 for example, it was decided to install 3-in. guns on LSTs destined for the U.S. Navy, while the first 25 LSTs delivered to the British were to have 12-pounders.—ED.

## Vocational Training for Veterans

SIR: I am drawing compensation from the Veterans Administration for a service-connected disability I received in action in Korea. I was on active duty

...how to send **ALL HANDS** to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to **ALL HANDS** magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *uss Pennsylvania* (BB 38)—All personnel who wish to attend the reunion of this ship, to be held 21 Nov 1953 at the Naval Gun Factory, Washington, D. C., should write to Ralph J. Hopkins, 3362 B. So. Wakefield St., Arlington 6, Va.

- *Ninth Naval District Officers*—Officers who served in the Ninth Naval District prior to World War II will hold a reunion on 5 Dec 1953 in the Naval Reserve Armory, Chicago, Ill.

For reservations, write to CAPT A. F. Block, USN, 403 West 3rd St., Davenport, Ia.

- *uss LST 724*—Officers and enlisted men who are interested in a reunion to be held in August 1954, place not yet decided, should write to Eugene Dreger, 568 Manhattan Ave., Brooklyn 22, N. Y.

- *uss LCI(L) 12 and 15*—The next reunion is scheduled to be held in Louisville, Ky., during the summer of 1954. Write Dean Helm, 3799 Juniper Rd., Baltimore 18, Md., for details.

- *uss Hayter* (DE 212)—All former enlisted men and officer personnel who served in this ship between 1944 and 1946, and are interested in holding a reunion, may contact Kenneth J. McGuire, 863 Kinsella St., Bronx 62, New York, N. Y.

for two years. I would like to know if I am entitled to vocational rehabilitation training at government expense.—G.A.E., Ex-MM3, USN.

- *Not necessarily. One requirement of the law is that you must need the training to overcome the handicap of your disability. It is suggested that you contact the regional office of the Veterans Administration nearest to your residence or the Civil Readjustment Officer at the Naval District Headquarters.*—Ed.

## Plankowners' Certificates

SIR: Our ship, *uss John S. McCain* (DL 3), is to be commissioned in the near future and we would like to know where we can get "Plankowner's Certificates."—W. M., YNC, USN.

- "Plankowner's Certificates," and all other certificates of this nature are entirely unofficial and are not printed or distributed by the Navy.

*Ships take the initiative and print them for themselves.*

*We suggest you pool your talent and draw one up. For a sample, see article in ALL HANDS, November 1952.*—Ed.

## Commercial and G.I. Insurance

SIR: I will soon be getting out of the Navy and I'm planning to apply for \$10,000 worth of G.I. insurance available to Korean veterans. I already have a \$5,000 commercial life insurance policy. Will I still be able to get the full \$10,000 G.I. policy, even though I hold commercial insurance?—J. C. B., BM2, USNR.

- *Yes. The amount of commercial insurance you carry in no way reduces the amount of G.I. insurance to which you are entitled.*—Ed.

## What's a Ship's Main Battery?

SIR: A gunner's mate on our destroyer claims that the dual-purpose, twin 5-in.38 cal. guns on our ship constitute her "main battery." I say it is the torpedoes. Who's right—R.L.R., TM3, USN.

- *We asked a BuOrd expert about your question. Here is what he had to say about it:*

A recent publication, "Naval Ordnance and Gunnery," September 1950 (NavPers 16116-B), modernizes the classifications. On page 321, the guns of the largest caliber aboard a ship are defined as her "Main Battery." But, it goes on to state, the term is sometimes extended to indicate the weapon of greatest potential effect. For example, the Main Battery of an aircraft carrier would be its planes; of a submarine, its torpedoes; of certain landing craft, its rocket battery.

A corollary to this modern interpretation is found in the opinion of many

who have served in cruisers of the Sixth Fleet. In a joking manner, they consider the Saluting Battery to be the most important guns aboard, hence call it the "Mediterranean Main Battery." At least one ship, in fact, carried the traditional "E" for gunnery excellence as a gag on the splinter shield around her six-pounders.

Our BuOrd authority says that with modern armaments it is not practical to point to a given equipment and state with finality, "This is its most potent weapon." At Okinawa, fighting Kamikaze suicide aircraft, some destroyers would have traded all their torpedoes for one more machine gun; at Guadalcanal, struggling at point-blank ranges with Japanese battleships and cruisers, the same destroyers would have sacrificed anything for another torpedo or two.

Arbitrating the perennial argument between destroyer GMs and TMs on the subject of which weapon installation constitutes the "Main Battery," puts the "umpire" in an untenable position. In short, there exists no ironclad statement definitely describing either the DP 5"/38 battery or the torpedo armament as the "Main Battery."—Ed.

## No Change in Length of Enlistment

SIR: Is the Navy cutting regular enlistments from four years to 36 months? There are many arguments on this subject going on around the ship.—R. H. K., FPFN, USN.

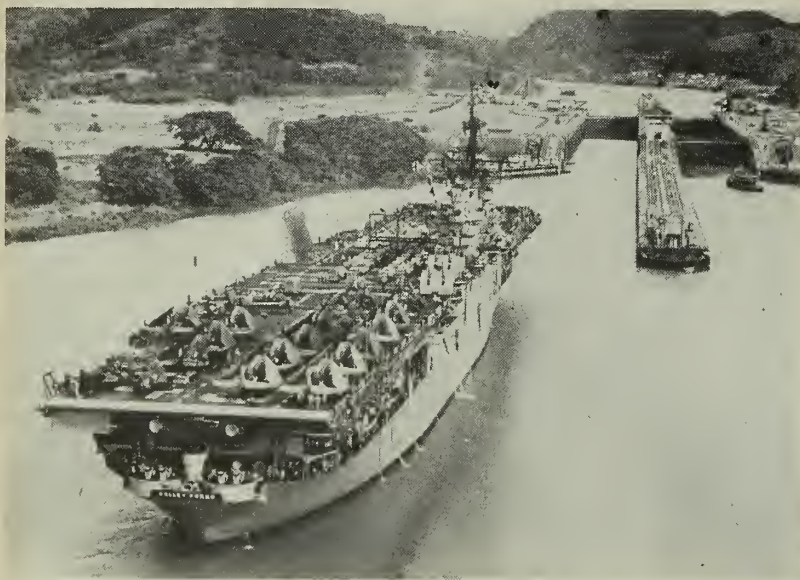
SIR: Is it true that there is a bill up before Congress to shorten Navy enlistments one year? There have been quite a few rumors going on about this and we would appreciate the straight dope.—H. B. C., SK3, USN.

- *Rumors will be rumors—and there is nothing to this one. All regular Navy enlistments are still for "minority" or for four or six years. There is no change in the wind.*—Ed.



FIGHTING TIN CAN—USS Wiltsie (DD 716) is another veteran of recent conflict. She won eight of nine possible battle stars for Korean service.





USS VALLEY FORGE (CVA 45), with aircraft elevator raised, prepares to enter one of canal's narrow locks. Canal transit took 11 hours.

## Carrier Emerges from Tight Squeeze with Few Scratches

Easing a 27,000-ton aircraft carrier through the narrow confines of the Panama Canal is far from simple, but with the help of five pilots and a few hull modifications *USS Valley Forge* (CVA 45) recently made the trip in approximately 11 hours.

Returning from her fourth tour of Korean combat duty, *Valley Forge* was en route to duty with the Atlantic Fleet after more than three years in the Pacific. The trip through the canal cut some 7800 miles off her trip from San Diego to Norfolk. Perhaps not the largest

ship ever to transit the "Big Ditch," the "Happy Valley" is the largest type U. S. aircraft carrier able to make the crossing. Reconverted *Essex* and *Midway* class carriers cannot squeeze through.

Before the ship left San Diego several gun tubs were taken off, and the port aircraft elevator was raised above the flight deck. It was still a tight squeeze through the narrow locks, and the sides were scraped slightly.

A few dabs of paint had the damage repaired the next morning, however.



LARGEST TYPE U. S. CARRIER able to make the transit, 'Happy Valley' is heading into the canal's Gaillard Cut. Short cut saved 7800 miles.

## Ball or Halberd?

SIR: The question has come up as to whether it would be proper to fly a rear admiral's personal flag from a boat's flagstaff that is topped by a ball under the following circumstance: The admiral is making an official inspection of one of the ships under his command and is using the boat regularly assigned to the commanding officer of that ship.—Halberd  
E. D. N., LT, USN.



• It is not proper to display a rear admiral's flag from a flagstaff fitted with a ball (a ball being the proper flagstaff insignia for an officer in the rank of captain). According to the pamphlet "How to Display and Respect the Flag of the U. S.," the flagstaff insignia should correspond in rank to the personal flag. If an admiral were using a captain's gig, proper flagstaff insignia would be used—(a halberd in this case). If not available, the regular flagstaff insignia assigned to the boat would be covered.—Ed.

## Too Many Hashmarks

SIR: I noticed in the photograph on page 27 of the June 1953 issue of *ALL HANDS* that Harry S. Morris, TMC, USN, who has 50 years' service, is wearing only eight hashmarks. Shouldn't it be 12?—D. J. B., LCDR (SC), USN.

• It should be, and technically you're right, but veteran Chief Morris literally can't get them all on his sleeve!

It's a common practice for men in the Navy to limit the number of service stripes they wear when they get a lot of them. The allowable space is only 24.7 inches according to the Regs. Twelve would be a bit crowded.—Ed.

## Submarines in Pearl Harbor Attack

SIR: How many submarines were at Pearl Harbor during the attack on 7 Dec 1941?—G.L.G., SO3, USN.

• Of the 22 submarines in the Pacific Force that were based at the Pearl Harbor Submarine Base 7 Dec 1941, only five were tied up at Pearl during the air attack. While most of the crews of these submarines were on liberty, the men remaining on the boats made a good showing. For example, Torpedoman's mate Pasqual Mignon single-handedly downed a Japanese torpedo plane with a machine gun.—Ed.

## Wearing Qualification Badges

SIR: If a man rated the Combat Infantryman Badge, or the Aviation Badge or Paratrooper Distinguishing Device while in the Army, can he wear them while in the Navy?—R. H. C., YN1, USN.

• No. They are qualification badges, not decorations—and as such are not authorized for wear on the naval uniform.—Ed.

# Compartmentation Helps Keep Navy Ships Afloat

IT was 0549 of the morning of 24 May 1941. Fog and snow flurries made a blinding curtain across the choppy waters of the Denmark Straits. It had been a tense and anxious night for HMS *Hood* running at full speed in pursuit of the German battleship *Bismarck*. But now through patches of snow flurries and low-lying fog banks could be seen the tremendous bulk of the German battleship, spray flying from her bow as she sped away from the British battlecruiser.

The range quickly closed. Now only 25,000 yards separated the two.

*Hood* opened fire and her first salvo was seen to throw up straddling splashes around the German ship.

At 0550 as *Hood* turned away to bring her stern batteries into play, *Bismarck* opened fire. Within a few minutes, spectators watching the battle from other British ships nearby, saw a tremendous flame shoot upwards between *Hood's* masts to the height of a thousand feet. The searing fire lasted but a few seconds, and then dissolved into smoke which settled over the sea.

When the smoke lifted, the place where *Hood* had been only minutes before was now nothing but gray, tossing water.

Three days later, after taking the combined assault of the heavy guns of the British battleships, battlecruisers and cruisers and the torpedoes of British destroyers and torpedo planes, the battered *Bismarck* finally was sunk.

Admittedly, *Hood* had been the victim of a lucky hit by the first salvo fired at her, but this dramatic sea battle has become a case history in the study of techniques of damage control.

The German ship was probably one of the most completely compartmented ships ever constructed. Her high degree of *watertight integrity*—an important term in anyone's damage control lingo—had given her great staying power in a sea fight.

Watertight integrity is an important factor in the construction of every ship of the U. S. Navy today. To see how it is built into a new vessel, let's take a look at how a ship is built.

Every ship, such as the typical aircraft carrier shown on the next page, is structurally like a box girder. The shell plating forms the sides of the vessel and her bottom while the weather deck forms the top.

The most important structural member of a ship is the *keel*. The keel is an internal structure running the length of the vessel from the stem to the stern frame along the bottom. It acts as a backbone. The keel frame joins the stem and stern frames to complete the backbone.

The shell plating (sides) is assisted in resisting the pressure of water, wind and wave by two sets of stiffening members called frames. One set of frames, the *transverse frames*, extend from the keel outward like the ribs of a human being. The other, *longitudinal frames*, run parallel to the keel along the bottom, bilge and side plating and tie together the transverse frames and bulkheads. They are numbered from the keel to gunwale.

The two sets of stiffening frames, transverses and longitudinals criss-cross each other like a grating. When

the frames are designed as "deep plate members," like the keel, they form a boxlike framework.

This is called "cellular construction." The transverse frames are called *floors* when they are designed as deep girders. The longitudinal frames are simply called *longitudinals*.

On vessels larger than destroyers, this cellular double bottom is usually covered by a layer of watertight plating called the *inner bottom* or *tank top*. This inner bottom provides a barrier against flooding, and can also be used to carry oil, fresh water or ballast.

Battleships and aircraft carriers have the most extensive systems afloat. Many have "triple bottoms" to protect the vessel from mine explosions under the hull. Double bottoms along the sides have grown into complicated torpedo-protection systems having from four to seven layers of cells.

The interior of a vessel is divided into compartments by vertical walls called *bulkheads*. Bulkheads are either

(Continued on page 34)

## Here's Why Compartments are Numbered

Ever wonder how compartments are numbered and why?

From forward aft, naval vessels are cut by transverse bulkheads into three or four divisions labelled A, B, C, and D. In a three-division ship, Division A extends from the stem to the forward transverse bulkhead of the forward machinery compartment. Division B includes the space from that bulkhead to the after bulkhead of the after machinery compartment. Division C comprises the remaining space aft. In a four-division ship, the boiler and engine room compartments are divided into two parts, Divisions B and C, with Division D taking up the remaining space aft.

All compartments on board ship are designated by various letters and numbers to indicate both their location and use.

For example, a compartment might have the designation B-215-L. The first letter indicates the division in which the compartment is located. The first numeral of the three-numeral group shows what deck it is on, and the last two numerals of the group show the number of the compartment within the division. Odd numbers are used for compartments on the starboard side, even numbers the port side.

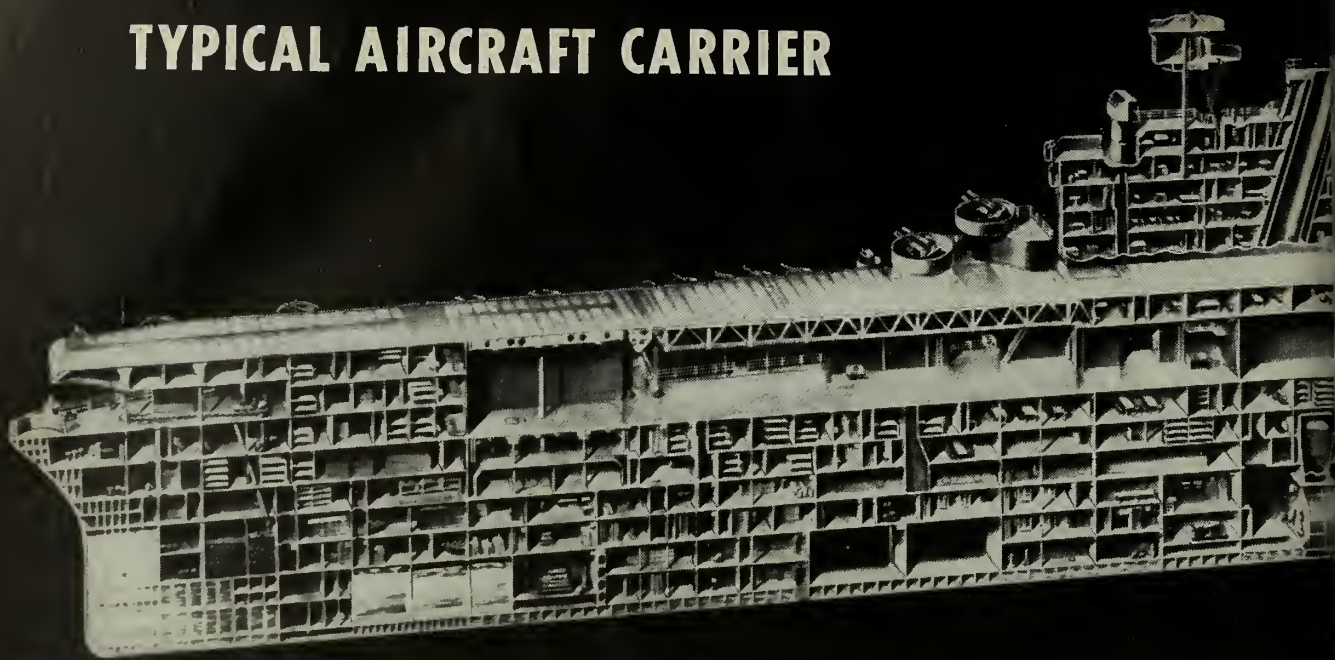
In this particular case, the compartment is the eighth in Division B from the forward transverse bulkhead on the starboard side and on the second deck.

To define further the contents or use of a compartment the numeral group is followed by a designating letter. In the example cited, the letter L stands for "living quarters." Other letters and their meanings are: M-Ammunition; E-Machinery; W-Water; F-Fuel; V-Void; B-Guns and A-Storeroom.

For compartments extending from the inner bottom up through two or more decks, the designation is the division letter followed by a number in the series 1 to 100. Such compartments would be engine room, fireroom, peak tank, etc.



# TYPICAL AIRCRAFT CARRIER

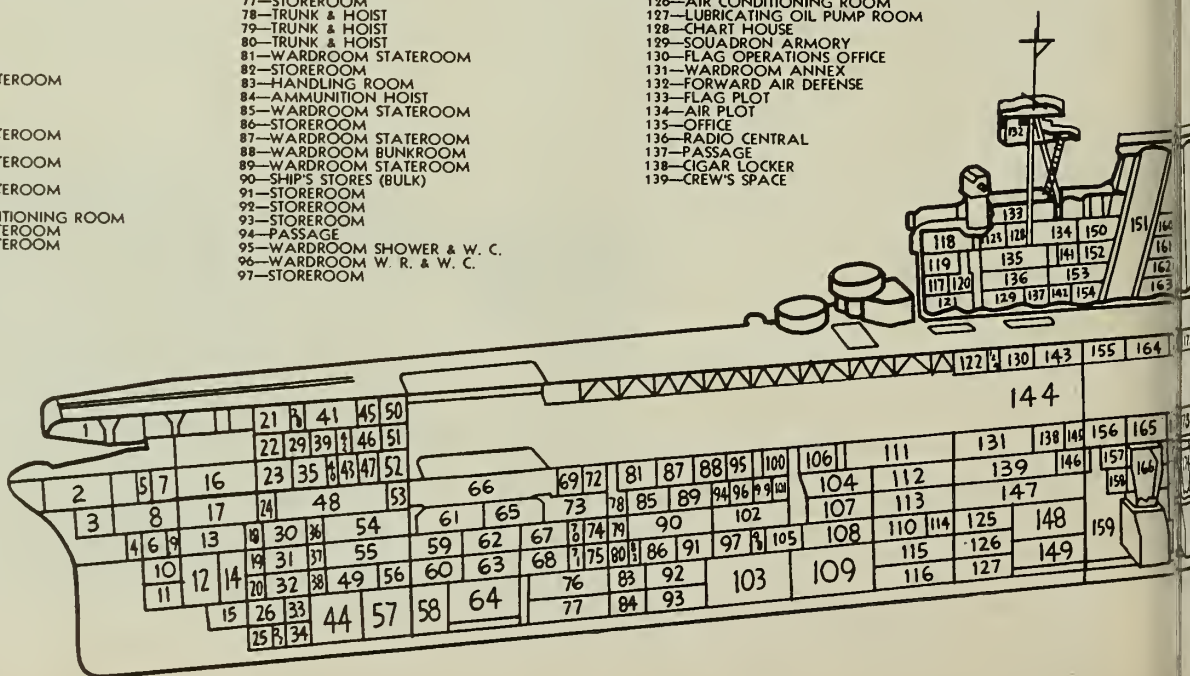


- 1—FLOATER-NET STOWAGE
- 2—BOATSWAIN'S STORES
- 3—BOATSWAIN'S STORES
- 4—PEAK TANK
- 5—PASSAGE
- 6—S. D. STORES
- 7—WARDROOM BARBER SHOP
- 8—PASSAGE
- 9—PASSAGE
- 10—S. D. STORES
- 11—S. D. STORES
- 12—PORT CHAIN LOCKER
- 13—S. D. STORES
- 14—STARBOARD CHAIN LOCKER
- 15—CHAIN LOCKER SUMP PUMP
- 16—WINDLASS ROOM
- 17—CREW BERTHING
- 18—PASSAGE
- 19—PASSAGE
- 20—PASSAGE
- 21—WARDROOM STATEROOM
- 22—WARDROOM STATEROOM
- 23—WARDROOM STATEROOM
- 24—WARDROOM STATEROOM
- 25—PASSAGE
- 26—PAINT STOWAGE
- 27—PAINT STOWAGE
- 28—PASSAGE
- 29—WARDROOM STATEROOM
- 30—S. D. ENGINEERING ORDNANCE STORES
- 31—S. D. STORES
- 32—S. D. STORES
- 33—OPEN
- 34—PAINT STOWAGE
- 35—WARDROOM STATEROOM
- 36—PASSAGE
- 37—PASSAGE
- 38—PASSAGE
- 39—WARDROOM STATEROOM
- 40—PASSAGE
- 41—WARDROOM STATEROOM
- 42—PASSAGE
- 43—WARDROOM STATEROOM
- 44—FRESH WATER
- 45—AVIATOR'S CONDITIONING ROOM
- 46—WARDROOM STATEROOM
- 47—WARDROOM STATEROOM
- 48—PASSAGE
- 49—S. D. STORES

- 50—WARDROOM SHOWER & W. C.
- 51—WARDROOM SHOWER & W. C.
- 52—WARDROOM SHOWER & W. C.
- 53—WARDROOM STATEROOM
- 54—S. D. ELECTRICAL & RADIO STORES
- 55—S. D. STORES
- 56—S. D. STORES
- 57—FRESH WATER
- 58—FRESH WATER
- 59—ORDNANCE STORES
- 60—S. D. CANVAS & FABRIC STORES
- 61—GAS MASK & PROTECTIVE CLOTHING STOWAGE
- 62—S. D. STORES
- 63—CANVAS & FABRIC WORKSHOP
- 64—ELEVATOR MACHINERY & PUMP ROOM
- 65—S. D. STORES
- 66—NO. 1 ELEVATOR PIT
- 67—S. D. STORES
- 68—5" SHELL & HANDLING ROOM
- 69—PASSAGE
- 70—TRUNK
- 71—TRUNK
- 72—WARDROOM STATEROOM
- 73—PASSAGE
- 74—S. D. STORES
- 75—5" A. POWDER
- 76—STOREROOM
- 77—STOREROOM
- 78—TRUNK & HOIST
- 79—TRUNK & HOIST
- 80—TRUNK & HOIST
- 81—WARDROOM STATEROOM
- 82—STOREROOM
- 83—HANDLING ROOM
- 84—AMMUNITION HOIST
- 85—WARDROOM STATEROOM
- 86—STOREROOM
- 87—WARDROOM STATEROOM
- 88—WARDROOM BUNKROOM
- 89—WARDROOM STATEROOM
- 90—SHIP'S STORES (BULK)
- 91—STOREROOM
- 92—STOREROOM
- 93—STOREROOM
- 94—PASSAGE
- 95—WARDROOM SHOWER & W. C.
- 96—WARDROOM W. R. & W. C.
- 97—STOREROOM

- 98—GASOLINE PUMP MOTOR ROOM
- 99—WARRANT OFFICERS' SHOWER & W. C.
- 100—WARDROOM STATEROOM
- 101—W. O. PANTRY
- 102—LUCKY BAG
- 103—TANK
- 104—W. O. MESS
- 105—GASOLINE PUMP ROOM
- 106—WARDROOM STATEROOM
- 107—TAILOR SHOP
- 108—STOWAGE
- 109—TANK
- 110—STOWAGE
- 111—WARDROOM MESS
- 112—CREW SPACE
- 113—MARINE STORES EQUIPMENT
- 114—PASSAGE
- 115—STOWAGE
- 116—PUMP ROOM
- 117—MAIN COMMUNICATION
- 118—PILOT HOUSE
- 119—CODING ROOM
- 120—PASSAGE
- 121—HANDLING ROOM & CREW'S SHELTER
- 122—GUEST STATEROOM
- 123—CAPTAIN'S SEA CABIN
- 124—PASSAGE
- 125—PLOTTING ROOM
- 126—AIR CONDITIONING ROOM
- 127—LUBRICATING OIL PUMP ROOM
- 128—CHART HOUSE
- 129—SQUADRON ARMORY
- 130—FLAG OPERATIONS OFFICE
- 131—WARDROOM ANNEX
- 132—FORWARD AIR DEFENSE
- 133—FLAG PLOT
- 134—AIR PLOT
- 135—OFFICE
- 136—RADIO CENTRAL
- 137—PASSAGE
- 138—CIGAR LOCKER
- 139—CREW'S SPACE

- 140—SIGNAL SH
- 141—EQUIPMEN
- 142—OFFICERS
- 143—OVERFLOW
- 144—HANGAR
- 145—PASSAGE
- 146—PASSAGE
- 147—ARMORY
- 148—FORWARD
- 149—FORWARD
- 150—AEROLOG
- 151—UPTAKE
- 152—ADMIRAL
- 153—EQUIPMEN
- 154—CREW'S W
- 155—AVIATORS
- 156—GUNNERY
- 157—PASSAGE
- 158—ENGINEER
- 159—NO. 1 FIRE
- 160—MAINTENANCE
- 161—FLIGHT DECK
- 162—LUB. OIL ST
- 163—STOREROOM
- 164—OFFICE
- 165—CREW'S SPACE





ION READY

OR ROOM  
OR ROOM  
CE & LAB

CIN

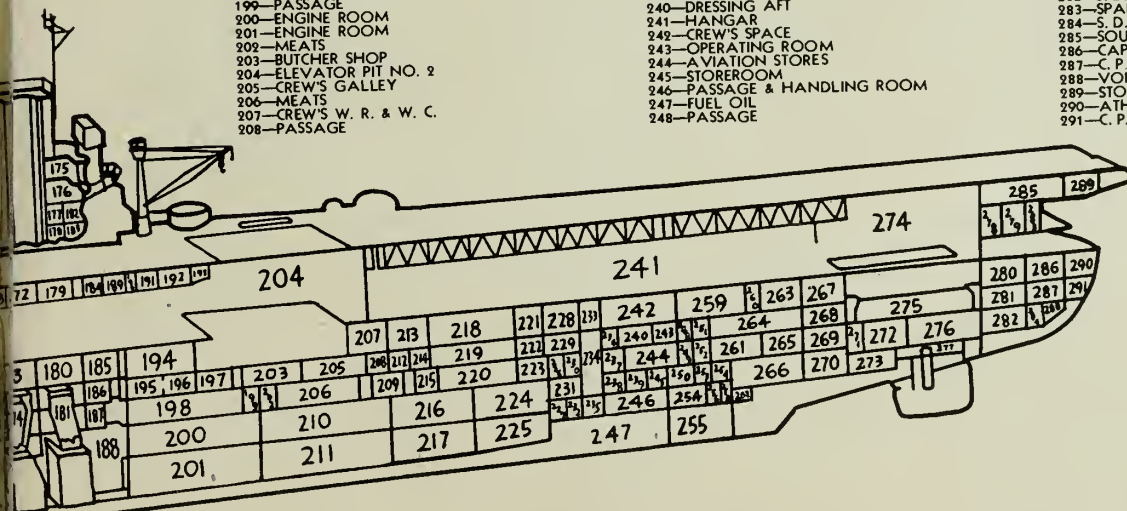
ROOM

FROM  
FIER  
OM

166—UPTAKE  
167—SHIP'S STORES  
168—SQUADRON OFFICE  
169—PASSAGE  
170—ENGINEER'S STORES  
171—NO. 4 FIRE ROOM  
172—SQUADRON OFFICE  
173—PEACOCK LOCKER  
174—UPTAKE  
175—SECONDARY CONNING STATION  
176—FLIGHT DECK GEAR  
177—F. D. REPAIR PARTY STATION  
178—EMERGENCY DRESSING STATION  
179—SQUADRON OFFICE  
180—CREW'S W. R. & W. C.  
181—UPTAKE  
182—REPAIR GEAR LOCKER  
183—PASSAGE  
184—SQUADRON OFFICE  
185—CREW'S W. R. & W. C.  
186—PASSAGE  
187—ENGINEER'S STORES  
188—NO. 7 FIRE ROOM  
189—AVIATION INSTRUMENT REPAIR  
190—PASSAGE  
191—ORDNANCE & TOOL ISSUE ROOM  
192—PLANE CAPTAINS' GEAR ROOM  
193—AIR DEPARTMENT BUNK ROOM  
194—MARINES' QUARTERS  
195—SHIP'S STORE  
196—CREW'S MESS  
197—SCULLERY  
198—AVIATION STORES  
199—PASSAGE  
200—ENGINE ROOM  
201—ENGINE ROOM  
202—MEATS  
203—BUTCHER SHOP  
204—ELEVATOR PIT NO. 2  
205—CREW'S GALLEY  
206—MEATS  
207—CREW'S W. R. & W. C.  
208—PASSAGE

209—FRUIT  
210—ENGINE ROOM  
211—ENGINE ROOM  
212—TRUNK  
213—CREW'S BERTHING  
214—TRUNK  
215—PASSAGE  
216—AFTER GENERATOR ROOM  
217—AFTER GENERATOR CONDENSERS  
218—CREW'S BERTHING  
219—CREW'S MESSROOM  
220—AVIATION STORES  
221—CREW'S BERTHING  
222—MEDICAL STORES  
223—AVIATION STORES  
224—EVAPORATOR ROOM  
225—AFTER DIESEL GENERATOR ROOM  
226—TRUNK  
227—GYRO & AFT 5" AA GROUP CONTROL STATION  
228—BOMB VANE STOWAGE  
229—DISPENSARY  
230—AVIATION STORES  
231—STOWAGE  
232—STOWAGE  
233—ELEVATOR  
234—ELEVATOR  
235—ELEVATOR MACHINERY  
236—PASSAGE  
237—TRUNK  
238—TRUNK  
239—STOWAGE  
240—DRESSING AFT  
241—HANGAR  
242—CREW'S SPACE  
243—OPERATING ROOM  
244—AVIATION STORES  
245—STOREROOM  
246—PASSAGE & HANDLING ROOM  
247—FUEL OIL  
248—PASSAGE

249—STORES & DRY PROVISIONS  
250—STOREROOM  
251—TRUNK  
252—TRUNK  
253—TRUNK  
254—PASSAGE  
255—VOID  
256—PASSAGE  
257—S" SHELL & HANDLING ROOM  
258—STOREROOM  
259—CREW'S SPACE  
260—PASSAGE  
261—STORES & DRY PROVISIONS  
262—VOID  
263—CREW'S W. R. & W. C.  
264—C. P. O. MESSROOM  
265—STORES & DRY PROVISIONS  
266—DRY PROVISIONS (CASED)  
267—CREW'S W. R. & W. C.  
268—ELEVATOR TANKS  
269—C. P. O. STORES  
270—ELEVATOR TANKS  
271—TRUNK  
272—AVIATION ENGINE STORES  
273—MOTOR & CONTROL ROOM  
274—ELEVATOR PIT #3  
275—C. P. O. QUARTERS  
276—AVIATION ENGINE STORES  
277—STEERING GEAR ROOM  
278—PASSAGE  
279—OXYGEN TRANS ROOM  
280—C. & R. TOOL & TISSUE ROOM  
281—C. P. O. SHOWERS  
282—S. D. STORES  
283—SPARE PARTS  
284—S. D. STORES  
285—SQUADRON STOREROOM  
286—CAPTAIN MACHINERY ROOM  
287—C. P. O. LOCKERS  
288—VOID  
289—STOREROOM  
290—ATHLETIC STORES  
291—C. P. O. STOREROOM





## Compartmentation Keeps Ships Afloat

*watertight structural bulkheads* or merely partitions or *joiner bulkheads*. Structural bulkheads give the ship contour, shape, rigidity and strength. They serve to divide the ship into numerous watertight compartments or rooms.

The ship is divided horizontally by a series of *decks* and *platforms* into tiers of compartments, the decks forming the floors and ceilings of the compartments.

Incidentally, a "floor" is always called a *deck* and a "ceiling" is always called an *overhead* since the words "floor" and "ceiling" have other distinct meanings. A *floor* is a transverse partition in a double bottom and a *ceiling* is, in a broad sense, any planking covering the interior of frames.

Gaining watertight integrity within this honeycomb of bulkheads, decks, and overheads—all of which are pierced with cables, ventilation ducts, piping and doors—is not easy. Each such hole must be plugged by a stuffing tube, pipe spool or other device to prevent water from leaking in. Piping and ventilation ducts are equipped with shut-off valves on either side of each bulkhead in case the piping is damaged.

Each door is watertight and can be shut and opened quickly. Each hatch is fitted with a small "manhole" access to provide quicker closing and greater watertight integrity.

In short, watertight integrity is primarily a matter of compartmentation. The more watertight compartments you have in a vessel the better chance you have to restrict flooding within the vessel. The more bulkheads, decks and overheads that must be ruptured or breached

in order to flood a sufficient portion of the ship to cause her to lose buoyancy and sink the better chance you have to remain afloat.

But if that's all there was to building a ship, ship designers would have a lot easier time than they do. There are, of course, a number of other considerations. Obviously, the more bulkheads you have, the more difficult it is to move around and the less room you have for simple living. It is a question of reaching a happy medium between the amount of living and working space you need and the amount of watertight integrity required.

There are, however, other ways of creating watertight integrity besides compartmentation. Since World War I construction days, the U. S. Navy has used the "Up and Over" method of design. Instead of piercing bulkheads beneath the "damage control deck" (so called because it is the first deck having free movement fore and aft through bulkhead doors) with doors that will allow crewmembers to move directly from one compartment to another *on the same deck level*, the design is such that the crewmember must first go up to a deck that will allow him to move forward or aft, and then move downward to the desired compartment via hatches and ladders. "Up-and-Over" construction prevents flooding a deck level the full length of the ship.

Armor plate, in which warships are clad, helps insure watertight integrity also. Naturally, if a projectile cannot penetrate the steel sides of a ship, that ship will suffer no flooding. Armor *belts* also encircle a ship.

As you study the cutaway on pages 32-33, notice how the "Up-and-Over" method of design is applied and how voids and tanks are used to provide the ship with a high degree of watertight integrity.

## Navy Nomenclature Names Decks According To Their Position or Use

Navy deck nomenclature broadly follows these general rules, differentiating between *decks*, *platforms* and *levels*:

- *Deck*—All horizontal levels which extend from side to side and from stem to stern within the main hull (main deck and below) are called "decks." (See exceptions below for forecastle deck, upper deck and poop deck which are "partial decks.")

- *Platform*—Horizontal levels within the main hull which are of partial extent are called platforms.

- *Level*—Horizontal levels in the superstructure are called "Levels" and are numbered from bottom to top as 01, 02, etc.

A deck is named two ways: first, by its position in the ship and, second, by its use. Decks extending from side to side and from stem to stern are *complete decks*, while decks covering only certain portions of the vessel are called *partial decks*. The uppermost complete deck is called the *Main deck*.

The complete decks below this are called the *Second deck*, *Third deck*, etc., normally being numbered downward. Partial decks often have special names such as:

- *Forecastle deck*—A partial deck above the main deck at the bow.

- *Upper deck*—A partial deck above the main deck

that is part of the hull of the ship (that is, the hull plating is carried up to it). Generally it extends from the bow to aft of amidships. Additional areas above this in the superstructure are usually named for their use, i.e. Communication deck, Signal bridge or Navigating bridge.

- *Poop deck*—A partial deck above the main deck in the stern, usually found only in merchant ships.

- *Platform decks*—Partial decks below the lowest complete deck, which are broken to provide for the machinery spaces, are designated platforms. These are numbered downward as *First platform*, *Second platform*, etc. The inner bottom is usually called the *hold*. Miscellaneous working platforms, or *flats* consisting of gratings, are located in the machinery spaces to aid in the operation of the ship's engines.

In addition to the above nomenclature, some decks are known by names describing only their use or function. For example:

- *Weather deck*—The uppermost deck, or a deck without complete overhead protection.

- *Armor deck*—A deck which carries heavy plating to resist enemy projectiles or bombs. Also known as a *Protective deck*.

- *Splinter deck*—A primary or subsidiary protective deck having light armor plating to resist the penetration of subcalibre projectiles or splinters.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## C.O.D.—Codfish Airline

"Codfish Airline, Flight One-Six, now loading. Have your tickets ready."

Although such announcements are common to commercial airlines the world over, a ticket for a Codfish flight cannot be bought and your only chance to fly this airline would be to board it somewhere in the Sea of Japan or Korea—or in the Mediterranean area, where a sister line is operating.

The recent Korean war brought about the establishment of the Navy airline to service Task Force 77 and some small emergency airfields with top priority cargo and personnel.

A plane that could carry heavy loads of cargo and personnel yet still make carrier landings was needed. The Navy had a plane — the TBM *Avenger* torpedo plane of World War II fame.

To meet the needs of transport service, the powerful former fighting plane was modified. The bomb bays, that once carried torpedoes, were converted to carry cargo, and the interior was fitted to accommodate five passengers, a crewman and a pilot.

The name "Codfish" originated with the unit's enlisted personnel. "COD" was derived from the unit's official designation, "Carrier On-board Delivery," and "fish" from the *Avenger's* World War II job of carrying torpedoes.

The Far East Airline actually is a small part of Transport Squadron 23, based at Atsugi, Japan.

uss *Boxer* (CVA 21), while operating with Task Force 77, announced over all circuits the arrival and departures of Codfish flights in the same casual and off-hand manner as would a commercial airline terminal in the U. S.

The men who service the Codfish planes aboard the carriers are almost as proud of the airline as Codfishers themselves. Some even sport jackets embroidered with inscriptions such as "Codfish Mail Handler," "Codfish Red Cap," "Codfish Manifests," and "Codfish Passenger Service."

The ticket procedure is another novelty of the small Codfish operation. Each passenger preparing for a



USS ASKARI (ARL 30), a landing craft repair ship, is shown tied up somewhere in the Far East after her share of "fixin'" during recent hostilities.

flight is given a souvenir Codfish Airline ticket. Printed over a light green background depicting the Korean coastline, the ticket informs the bearer that he is entitled to one passage in either direction between Task Force 77 and Japan, or way points in Korea. On the back of the ticket is printed the date, time of flight, plane and flight number, and this significant inscription: "Good for one month's income tax exemption." (Income tax exemptions were given U. S. military personnel spending at least one day of any month in a combat area.)

## AK Rigs Sail on Westbound Voyages

Taking advantage of the prevailing trade winds to add a little speed, a ComServPac cargo ship breezed into Kwajalein one day last summer with tarpaulins jury-rigged as sails.

Crewmen of uss *Sussex* (AK 213) have become so proficient in spreading the canvas that the vessel usually rigs sails on each westbound voyage.

On this particular voyage the use of the sails added about one knot to *Sussex's* usual 10-knot speed.

## Joint Exercise Off Formosa

In a joint exercise off the Formosan islands, U. S. Navy ships and planes and aircraft of the Chinese Nationalist Air Force recently carried out air defense measures.

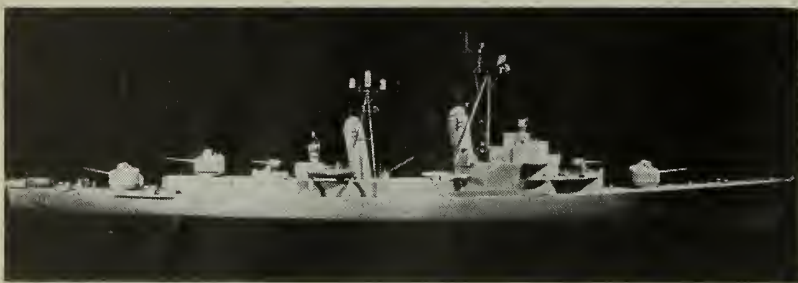
Nationalist planes, simulating an enemy, first conducted a search for surface units in the Formosa Straits. When "enemy" units were located, simulated dive-bombing attacks were pressed home on uss *New Jersey* (BB 62) and escort destroyer uss *Fletcher* (DDE 445), the ships taking advantage of the air "attacks" to check out their own air defense measures.

At the same time, 150 officers and men of the expanding Chinese Nationalist Navy on board the battleship received detailed instruction in various phases of shipboard operations.

In the capacity of electronics and gunnery trainees, some of these men were afforded the opportunity of working out air defense problems with the assistance of both their own Air Force pilots and Korean war veterans of *New Jersey*.

Several flights of different type aircraft based on the Nationalist-held island took part in the exercise. Officers of the U. S. Military Advisory Group witnessed the two-day exercise.





STREAMLINED DD 931-class destroyers will resemble this artist's conception. They are slated to join the Fleet in the fall of 1955.

## New Class of Large Destroyers Under Construction

Something new in "tin cans," the *USS Forrest Sherman* (DD 931), will be the prototype of a new class of larger and more modern destroyers, all now under construction at Bath, Me. Three destroyers of this type are being built. All are expected to join the Fleet in the fall of 1955.

The *USS Forrest Sherman* is named in honor of the late Chief of Naval Operations, Admiral Forrest P. Sherman, USN. He was in command of the *USS Wasp* (CV 7) at the time of her sinking in the Pacific. After the war he was Commander of the Sixth Fleet in the Mediterranean and in 1949 was appointed CNO by then-President Truman.

The other new 931 class destroyers are the *USS John Paul Jones* (DD 932) and the *USS Barry* (DD 933). The new destroyers will be able to perform all the usual functions of a destroyer such as anti-submarine and antiaircraft protection in the screen, shore bombardment, radar picketing, transfer of mail and personnel, aircraft guarding and air-sea rescue, and perform them better.

The new class is slightly larger than the *USS Sumner* (DD 710) class, but smaller than the *USS Mitscher* (DL 2) class.

The new ship's machinery arrangement includes separation of forward and after fire and engine rooms (similar to the 710 class). The propulsion plant is four-boiler, geared, steam-turbine combination.

Gun batteries are of the rapid-fire type and the torpedo tubes can launch long-range surface and anti-submarine warfare torpedoes. The anti-sub armament also includes hedgehogs, depth-charge projectors and a depth-charge track.

Advances made in the use of aluminum alloys in ship construction will be reflected in the new ships. The entire ship's structure above the main deck will be of aluminum to obtain maximum stability while maintaining minimum ship displacement.

Habitability has been given careful study too. Compartment arrangement and color schemes were studied and specified in detail to a greater extent than previously done in destroyer design. These features include more living area per man and freedom from direct sources of noise, heat and vibration. Each living space has a small recreational area separated from the berthing area and furnished with tables and chairs. Crew bunks will be equipped with individual bunk lights and canvas containers for holding personal effects. In addition, living spaces, control and vital spaces are air-conditioned.

The crew's messing space, which doubles as a recreational space, galley and scullery are located in a compact area on the main deck amidships. A boon to mess cooks will be the conveniently located garbage disposal unit. Accommodations for a crew of 315 men and 22 officers are about equally divided forward and aft.

Washroom and water closet spaces are separate compartments. Towel drying facilities and individual drawers for stowage of toilet articles have been provided for the entire crew. One washroom will have a unique washstand which incorporates elbow operated spray heads and thermostatically controlled water. The need for all these features was indicated by wartime experiences of existing destroyers.

## Pint-Sized Fire Truck

Shore-based damage controlmen and fire-fighters will now have a new piece of equipment to help them knock out a fire in quick order. A pint-sized "jeep" fire truck, half the standard Navy size, has been tested and came through with flying colors.

The new fire truck, called the "Ranger," can pump 500 gallons of water a minute at 120 pounds pressure per square inch. A booster tank holds 150 gallons.

"Ranger" is highly maneuverable because of its small size and, being smaller, costs less to produce and can be used at small bases where larger fire-trucks are not justified.

During tests "Ranger" put out an oil fire in a tank of 2000 gallons of fuel. It then was put to work to stop a blazing fire that had been set in a wall filled with oil-soaked excelsior. In addition, an open pit fire was put out and a frame-building fire was smothered. The four fires were handled by four men plus the "Ranger." All fires were extinguished in less than two minutes. The tests were conducted at the Naval Ordnance Laboratory in Washington, D. C.

## Korean "Coffee Shop" Ship

Tough little patrol ships are sometimes called upon to do a wide variety of jobs that enliven their work day. One unusual job, performed by the crew of the *USS PCEC 896*, during an amphibious operation off the coast of Korea, earned for that vessel the title of "Korean Coffee Shop Ship."

The small ship was acting as control vessel for landing craft en route to the beach during a two-day training exercise. For soldiers, sailors and marines taking part in the operation, *PCEC 896* became a stopping-off point for a cup, jug or tin can of hot java.

In the 48-hour exercise, more than 100 gallons of coffee went over the stern to hard-working boat crews and landing force personnel. They sent up canteens, glass jars, and even battle helmets, to receive the steaming brew.

George Yates, CS1, USN, the ship's chief cook, said, "We must have served 200 or more men coffee and sandwiches. I guess our ship was a natural stopover—we were the nearest to the shore."

## Navy's Biggest Air Station

With its network of auxiliary fields, U.S. Naval Air Station, Norfolk, Va., constitutes what is probably the mightiest naval aviation establishment in the world.

It got this way from a small beginning. The day the air station opened back in 1917, its complement was just 320 men, less even than the wartime complement of a destroyer. One building on the station housed the main office, a supply office, store room and machine shop. There were also three barracks and a mess hall with total capacity for 350 men, three 60-foot boats and four small boats, a 200-foot ramp, and 11 tent hangars (for the station's 21 seaplanes). When the station had opened on a temporary basis the previous 19 May 1916, it had but two planes.

Early in World War I, the air station's primary missions were the training of aviators and mechanics and the performance of off-shore patrols. Then in May 1918, patrol and experimental work became the station's main missions. The first successful radio compass for aircraft was developed at Norfolk.

The following years brought expansion and modernization to the Hampton Roads area at Norfolk. Through the efforts of men like VADM P. M. L. "Pat" Bellinger, usn (Ret.), the need for longer runways and improved facilities for shore-based naval aircraft was emphasized and made a reality.

Today, NAS Norfolk serves as "home port" for 34 commands, squadrons and independent auxiliaries. Headquarters for both the Commander, Second Fleet and Commander, Air Force, Atlantic Fleet, are at the station. Headquarters for the recently established Naval Aviation Safety Activity is also located there.

The station provides support for the operation of fleet carriers and their aircraft. It also gives full supply support to the naval air installations at Dahlgren, Md.; Oceana, Va.; Weeksville, N. C.; and the Coast Guard Air Station at Elizabeth City, N. C. In addition, the station supports 25 fleet activities and helps to outfit newly commissioned and re-commissioned ships, squadrons and bases with both general and special supplies, equipment and parts.

At East Field, a 7200-foot runway, to serve latest type aircraft, will soon spread over land that was once mud



RECRUITERS B. Layman, YN2, and LT J. Bradley, get backing for Navy from outgoing 'Miss America,' Neva Jane Langley, at NavCruitSta, Minneapolis.

flats. Appropriations have been made available to expand the accommodations for squadrons, equipment and personnel, at the Oceana base. And recently completed runways at the jet base rank among the best in the world.

## Cross-Training in Ships

If the crewmen of the aircraft carrier *uss Randolph* (CVA 15) and the crews of other ships operating with the flattop seem to work with well-oiled precision when the ships put to sea, there's a reason. It's cross-training.

Before the start of a new operation, *Randolph* crewmen and key crew members of escorting ships get together and iron out procedures they will shortly put into practice.

For example, when the skipper of *Randolph* learned that *uss Soley* (DD 707) would be his escort on a recent job, he ordered some of his officers and petty officers to visit their counterparts in the destroyer. Later, two men from *Soley's* signal gang visited *Randolph* and discussed ways to improve visual communications between the ships.

Carrying the novel cross-training one step further, 50 petty officers from the can then came over and met their counterparts at dinner, toured the carrier and kicked around a few problems they faced.

Comment overheard in a passage-way: "Why hasn't someone thought of this before?"

## Hillbillies Move to New Jersey

*uss New Jersey* (BB 62) has its own Western style band. It's a hillbilly band formed by William A. Pesnell, SN, usn; Ambrose W. James, SN, usn; Willie A. Howell, SH3, usn; and Joseph H. Hale, SN, usn, and plays requests and its own selections between 1700 and 1800 each night on *New Jersey's* radio station "WRNJ."

"WRNJ" is run for and by crewmembers of the battleship and pipes music and news as well as play-by-plays of sport events over 20 loudspeakers located throughout the ship.



HILLBILLY BAND takes over 'mike' to entertain crewmen of USS *New Jersey* (BB 62) with a ballad.



### Woman Marine Lifesaver

Marine SSgt Barbara O. Barnwell has become the first woman to be awarded the Navy and Marine Corps Medal for heroism. She rescued a fellow Marine from drowning at Onslow Beach, Camp Lejeune, N. C.

Her citation reads in part: "Hearing a cry for help from a man struggling in the heavy surf some 50 feet outward from her position while she was swimming in deep water approximately 120 yards from the shore, Sergeant Barnwell immediately swam to the rescue and, although severely scratched on the arm and repeatedly dragged beneath the surface by the drowning Marine, secured a hold on him and commenced to swim to the beach."

"Despite the treacherous undertow which constantly carried her outward from the shore, she bravely maintained her hold until she had reached shallow water and, assisted by a life-guard, succeeded in bringing the unconscious man to the safety of the beach."

Sergeant Barnwell has been a Regular Marine since May 1949. She is attached to the staff of the Inspector-Instructor, First Air and Naval Gunfire Liaison Company, Fort Schuyler, N. Y.

### Faster Than the Eye Can Wink

A new eight-ton electronic computer, capable of doing routine mental "drudgery" many times faster than its equivalent weight in people, has been installed in the Navy's Bureau of Aeronautics. The new machine will tabulate and compute mathematical problems of the jet-age sciences.

This new electronic computer is similar to other such computers already in use by various bureaus in Washington and at some field installations.

The "electronic brain" is capable of performing multiplication or division in 15 thousandths of a second, or twenty times faster than the wink of an eye. It can add and subtract even faster.

Some of the mathematical problems the computer will solve are puzzlers of aircraft design, aircraft logistic requirements and ordering, distributing and scheduling maintenance of aircraft. Heretofore, such complex mathematical problems were solved by conventional methods, which frequently required as long as a month to compute.



BARBARA O. BARNWELL, a Marine staff sergeant, is the first woman to receive Navy and Marine Corps Medal.

### Seeing-Eye Pilot

For the second time in a year Lieutenant (junior grade) Howard Trayer, USN, has saved the life of a wounded shipmate with his unusual "seeing-eye" tactics.

The first time was in March 1952 when Thayer was flying a *Skyraider* dive bomber from *uss Valley Forge* (CVA 45) over North Korea. Another pilot, Ensign Ken Schechter, USN, was diving through heavy flak to bomb a rail target near Wonsan when an enemy antiaircraft shell exploded right in front of his face. The blast ripped off the top of the plane's cockpit and sprayed shrapnel into his face, chest and shoulders. Blinded and losing blood rapidly he frantically signalled for help. Thayer came to his aid immediately.

Guiding the wounded pilot by radio, Thayer led the way across 150 miles of Red-held territory until he found a place to land.

Then he "talked-in" Schechter to a "blind landing" on a tiny dirt airstrip just 10 miles south of the front lines. It was a perfect landing, thanks to Thayer's "seeing-eye" tactics.

The second time that Thayer used his skillful guidance to lead another crippled shipmate to a safe landing was shortly before the Korean war ended.

Thayer was flying a *Panther* jet from *uss Boxer* (CVA 21). His squadron was ordered to attack a strongly defended troop concentration area near the Communists' cen-

tral front. When the *Panther* jets dove to unleash their bombs, Thayer's wingman, Lieutenant (junior grade) John J. Chambers, USN, was hit by shrapnel in both legs and arms. The enemy shell blast also knocked out his radio and instruments.

This called for an entirely different type of rescue technique. Whereas Schechter had had instruments he couldn't see, Chambers could see but had no instruments!

Chamber's radio was out of order so Thayer was forced to give flying directions by hand signals. He had to think fast—he knew that Chambers had been wounded and would be able to fly only a few minutes more. So, flashing signals, he managed to lead Chambers to a successful crash landing on a UN airstrip forty miles south of the area where the plane had been hit.

### Concrete Hull AFDL

The Navy's largest concrete-hull AFDL (small auxiliary floating drydock), designed to service nuclear submarines as well as LSTs, is now under construction.

When the huge non-propelled concrete craft is completed in about 15 months, it will be placed in yard service at Puget Sound Naval Shipyard, Bremerton, Wash. This is the first concrete floating drydock ordered by the Navy since World War II. The largest such craft previously built for the Navy was 2800 tons.

The new craft will not be self-supporting. That is, when completed she will not contain such military features as power generation equipment, distillation unit, quarters and messing facilities, which must be installed before it can be used at sea. Until such equipment is installed she will receive her power from shore facilities. For yard use it is equipped with such gear as pumps, valves, capstans and repairing machinery.

This concrete AFDL makes use of the same drydocking principles as do other types of floating drydocks.

The Navy is now operating five standard types of floating drydocks: the AFDB, big brother of the floating drydocks, which can handle BBs of the *Iowa* class and is self-supporting in sea duty; the concrete-hull AFDL (formerly ARDC); the medium-sized AFDM; the large ARD and the small AFDL. These are the craft that make "floating shipyard" service available to the ships of the Fleet.



## Whale of a Headache

Moby Dick, the big whale of fiction that turned on a whaler and sent her to the bottom, had nothing on a couple of whales that jousted not long ago with two Navy ships. Moby Dick's descendants did not come off so well in their skirmishes, however.

The first of the strange collisions with the seagoing mammals took place in the Pacific when the destroyer *uss Blue* (DD 744) ran into two or possibly three of them.

"I was standing on the fantail when we hit," relates Jim Driver, FN, USN. "As the stern passed over this one baby our white wake turned bright red. It looked to me as though we had really jolted him."

Other crewmen and officers estimated the ship must have hit a school. Another whale was seen thrashing around astern. A quick check of the ship revealed no damage from the encounter, however.

Not to be outdone, the Atlantic Ocean recently provided its whale tale too.

This time it was an escort vessel *uss Maurice J. Manuel* (DE 351), a member of a 13-ship task force making for Europe as part of this year's summer midshipmen's cruise.

Suddenly an alert lookout spotted a whale dead ahead . . .

The OOD. threw the ship into an evasive maneuver and crewmen thought the ship would miss the big fellow. All at once a jolt shook the vessel from bow to stern.

Apparently the whale had dived but came up directly under the ship.

The DE continued on her way with no damage done.

The whale? Well, they saw him surface astern and flounder away—probably with a splitting headache!

## Jet Engines for P2V

The Navy's first jet-equipped P2V-6 *Neptune* anti-submarine patrol plane has successfully passed initial flight tests.

The two auxiliary jet engines, each producing 3400 pounds of thrust, were added to the two turbo-compound engines, each of which delivers 3500 horsepower.

The use of the jets with the regular engines greatly increases the plane's speed, doubles the rate of climb and permits take-offs from much shorter runways than previously required.



SHIELDED from imaginary enemy small-arms fire by massive M-47 tank, two hospital corpsmen carry 'wounded victim' behind the 'lines.'

## Training Corpsmen Who Serve with Combat Units

"You've got the guts but we give you the knowledge." That's the basic theme of the Field Medical Service School, where Navy doctors and hospital corpsmen training to serve with combat Marine units get intensive instruction.

In September 1951 the Camp Lejeune school was reopened for the first time since World War II. Besides its primary function of preparing hospital corpsmen for work in combat theaters, the school stresses self-protection and the techniques of applying medical knowledge to the care of casualties in the field.

During a rigorous four-week course, Navy medical personnel get physical conditioning, study Marine combat tactics, watch combat demonstrations and demolition displays and "rough it" in the field.

As the corpsmen say, "We figured the worst part about going to Korea was going through Field Medical School."

Since the school opened, more than 4200 hospital corpsmen and 700 medical officers have crawled across a combat range that features .30 caliber slugs splitting the air overhead and half-pound charges of TNT blasting the earth beneath.

During the four weeks of the course, the Navy hospital corpsman "lives and learns" like a combat marine. The basic skills of the

rifleman's war are crammed into him at nearby Montford Point so that he may protect his own life in order to save someone else.

The staff of the school includes 21 instructors, mostly veterans of Korean combat. Four of the staff are Marine drill instructors. Graduates are encouraged to write letters of evaluation suggesting new phases of schooling.



MACHINE-GUN bullets whiz overhead as corpsman crawls across combat course during training phase.





USS MANCHESTER (CL 83) stopped off at Pearl Harbor en route to her home port—Long Beach, Cal. The light cruiser completed three tours in Korean area.

### 10,000th NROTC Midshipman

The 10,000th graduate from the Naval Reserve Officers Training Corps program since the start of the Navy's post World War II "Hollo-way Plan" has received his bachelor's

degree and his commission as an ensign in the Navy.

The 10,000th man is Midshipman William Roy Masters, Jr. Masters, who was graduated from Anderson, S. C. high school in 1949, was among those selected for the NROTC program that year from more than 30,000 applicants and was accepted for enrollment at Alabama Polytechnic Institute, better known as Auburn.

Graduated from college and commissioned an ensign, he received orders to the destroyer *uss Stormes* (DD 780). Like all NROTC graduates, Ensign Masters will serve on active naval service for at least three years. During his third year, he may request retention as a career officer in the Regular Navy. All NROTC midshipmen are ordered to active duty immediately upon graduation.

The NROTC program began in 1926 for the purpose of offering to certain college students the necessary naval education to qualify them for commissions in the Naval Reserve. Greatly expanded in 1946 to more colleges and to include the training of career officers for the Regular Navy, the NROTC program is now conducted at 52 colleges and universities.

About 2000 midshipmen are appointed annually. Of this group, about 1800 civilian and 200 enlisted men on active duty in the Navy and Marine Corps are selected each year for enrollment in the NROTC program. Examinations are held in December for the term beginning the following fall.

### Ships and Craft Reclassified

Several types of naval ships and service craft have now been reclassified.

The most important change in ship classification is that which redesignates unmodernized CVA type carriers of the *Essex* class as "CVS," anti-submarine warfare support aircraft carriers.

The redesignated carriers will handle ASW aircraft and defensive fighters and will have certain inherent advantages over the present ASW flattops, CVLs and CVEs. They could not however—without extensive modernization, including strengthened flight decks and more powerful catapults—serve as first line attack carriers.

As a result of the classification switch, the following *Essex*-class ships become CVSs: *uss Franklin* (CVS 13), *uss Bunker Hill* (CVS 17), *uss Leyte* (CVS 32) and *uss Antietam* (CVS 36). The *Yorktown*-class *uss Enterprise* (CVS 6) has also been included in the new category.

As a CVS, a carrier will likely carry fewer personnel and fewer aircraft than a CVA.

Several changes in service craft designations have also been made:

The "YRBM," a non-propelled barge, has been added to the list. The YRBM is a conversion from the YRB and the "M" stands for "messing," for which facilities have been added.

Another addition to the list of service craft is the "YFRT," a covered lighter which serves as a range tender.

Also, the following former auxiliary vessels have been redesignated as service craft: AFDB, AFDL, AFDM and ARD.

### Navy Chaplains in Korea

More than 300 Navy chaplains saw service with Navy and Marine Corps units during hostilities in Korea. Of this group, 160 served with the Marines and approximately 150 aboard ships in Korean waters.

Ninety-six Navy chaplains received a total of 158 awards and decorations, exclusive of campaign bars and awards from the Korean government. Among the awards were four Silver Star Medals, three Legions of Merit, 33 Bronze Star Medals, 49 Letters of Commendation with Ribbon and 14 Purple Hearts.

### Grandad Served in Kearsarge—And So Does Grandson

"If it's good enough for Grandpa—it's good enough for me." That's what a Navy lieutenant said when he received his orders to the aircraft carrier *uss Kearsarge* (CVA 33).

When Lieutenant Walter A. Foley, usn, told his father that he was going aboard *Kearsarge*, Papa Foley informed him that Grandpa Foley had also served in *Kearsarge*—although not the same one naturally!

Grandpa Foley, it seems, had been a chief petty officer aboard the old battleship *uss Kearsarge* (BB 5) during the Spanish-American War.

But that wasn't the end to the coincidences.

The old battlewagon *Kearsarge*, in company with the coal-burning *uss Tennessee*, made the round-the-world cruise with the famous Great White Fleet in 1906-07. Who was aboard *Tennessee* at that time? You guessed it—Father Foley—then serving as a gun-pointer on the cruiser.

Lieutenant Foley has two sons. They're a little young yet—but you never know.





**SURFING AT WAIKIKI**—Beating the heat and getting good exercise to boot, two Navymen demonstrate their proficiency in tricky sport of surfboard riding.

### **Paddlers Splash to New Records**

NTC San Diego, led by Don Rosenthal, added the swimming crown to its growing list of 11th Naval District championships as the Bluejacket tankmen outscored second-place NAS San Diego, 96-56.

Rosenthal set a new record in every individual event he entered, winning the 200-meter free style in 2-min. 14.8-sec., the 100-meter free style in 58.8-sec., and the 50-meter free style in 26.3-sec.

In the 150-meter medley relay, he teamed with Don Renner and Gordon Whitaker to win in 1-min. 34.5-sec.

In the 200-meter medley four-man relay, Rosenthal, Terry McGuire, Wright Benson and Bruce Cochran set a new record with a time of 1-min. 49.5-sec.

A new record was also set in the 1500 meter freestyle by Ray Brown.

uss *Norton Sound* (AVM 1) finished third in the meet with 27 points while Long Beach Naval Base was fourth with 18.

### **Saufley Pistol Champs**

The pistol team from NAAS Sauflay Field staged a spectacular comeback to outshoot NAS Pensacola 3145 to 3063 and win the 1953 Naval Air Basic Training Command pistol shoot.

Trailing by 53 points after competing in the .22 and .38 caliber matches, the Sauflay shooters came back in the .45 caliber pistol time and rapid-fire shooting to win the

match and the title in a breeze.

The championship shoot-off was made necessary when Sauflay and Pensacola tied for first place at the end of the regular season.

First Lieutenant J. F. Davis, USMC, led the Sauflay team with 807 points and was high point man for the tourney, followed by teammate E. C. Wheaton, ADC, USN, with 805 points. Other members of the winning Sauflay team were Commander G. H. Carter, USN, who scored 775 points and Lieutenant F. M. Huglin, USN, who tallied 778 points.—Russel B. Mason, SN, USN.



**NAVY FULLBACK** Jack Wilner (30) breaks through center and into the open to set up touchdown in last year's game against Yale. Navy took that one 31-0.

### **National Field Archery Champs**

Reuben A. Powell, MMC, USN, won the 1953 National Field Archery Championship in the eighth annual tournament held this year at Two Rivers, Wis. Competing against 530 of the nation's finest archers, Powell set a new aggregate score record of 2770 points to win the title.

Powell took up the bow and arrow only four years ago. Since then, he's won 161 medals, cups, trophies and ribbons.

He won the National Outdoor Freestyle championship in 1951 and 1952, the National Indoor Freestyle championship in 1952 and 1953 and the 1953 California State Quadruple American Target title. Powell also holds the world and national record for the Field Round with a 974 score and the national Broadhead record with a 935 score.

All members of the Powell household are bow and arrow enthusiasts. Mrs. Powell is quite an expert with the bow and arrow; eight-year-old Kathie holds her own with the Little Beaver group of San Diego archers while eleven-year-old Michael is following in his father's footsteps. Michael is the San Diego County Junior Champion and recently placed second in the Bare Bow competition in his division at the California State Meet.

A veteran of 22 years' Naval Service, Chief Powell is the Chief Master-at-Arms at the Utility Wing, NAS Ream Field, San Ysidro, Calif.



# SIDELINE STRATEGY

**I**N addition to the exciting story of Gene Littler, SN, USN, who came from nowhere to capture the National Amateur golf title, golf makes Navy news in other ways this month.

For example, Larry Higgins, AB3, USN, a man who has never received a formal golf lesson in his life, scored the first hole-in-one ever carded at the NAS Atsugi, Japan, golf course. Making Larry's feat even more outstanding was the fact that he scored his ace on a 328-yard hole no less.

The hole-in-one, believed to be the longest on record (shades of Mickey Mantle!) has been registered with the Professional Golfers' Association for verification. Higgins first learned his golf as a caddy at a Phoenix, Ariz., golf club.

Incidentally, the Atsugi sailor finished out the 9-hole round with a three-under-par 33.

★ ★ ★

Another golf story comes to us from Ken D. James, JO3, USN, at the Sixth Naval District Headquarters, Charleston, S. C.

Seems that Joe McNamara, SN, USN, was on his "maiden cruise" over the Charleston Naval Base golf links. What's more, it was his very first day of golf so he was unfamiliar with many of the terms of the game. But instead of asking a lot of silly questions, he began playing.

Joe went about his game, such as it was, and on the seventh hole, he came up to a

shot that he thought required about a nine iron. He took a mighty swing and the ball soared high into the air hitting a sparrow which was flitting across the course. The bird fell to the ground about 20 feet away—a dead hit.

Golfer Joe was at no loss for words. "I got me a birdie! I got me a birdie!" he shouted.

★ ★ ★

Gene Towry, AT3, USN, Memphis Navy's golf champion, added another jewel to his crown as he won the "King Cotton" Open golf championship held at Blytheville, Ark. Competing as an amateur, Towry won the crown with a record shattering 14-under-par 202 as he outclassed a field of more than 100 professionals and amateurs from six Midwest and Southern states.

The modest 24-year-old Towry, an instructor at the Aviation Electronics "A" School at Memphis, fashioned three blazing rounds of 70, 66, and 66 on the par 72 course. Towry's brilliant consistency is shown by the fact he stroked four consecutive 33s on the final two days of the tournament. With his irons performing magic and his putter red hot, he canned 18 birdies during the tournament.

Three other members of the Memphis golf team also finished high in the amateur division. Joe MacDonald fired a 228 to finish in eighth place while Ben Jennett and Don Collett tied for 11th with 231s. —Rudy C. Garcia, JO1, USN.

## Undefeated 14th ND Golfers

NAS Barber's Point won the 14th Naval District golf crown as the "Pointer" linksmen went through their 12-match schedule undefeated in scratch play. The Pointer golfers also tied for the handicap trophy but couldn't take it home with them because a league rule prevents a team from winning more than one cup.

The Barber's Point golfers had an excellent season average of 76 strokes and listed among their victims SubPac, Naval Base, ComServ-Pac, CinCPac, Pearl Harbor Marines, Kaneohe Marines, Naval Communications Station Wahiawa, 14th N.D. Staff Headquarters, Coast Guard, Air Transport Squadron Eight, Fleet Training Center and Fleet Weather Central.

Members of the Pointer golf team were Captain M. F. Leslie, commanding officer of NAS Barber's Point, B. C. Hamilton, Jerry Berles, Gil Mantoani, Don Brown, George Laffin, Al Dalton and Lou Smoot.

Berles and Mantoani were selected to the Navy team that won second place in the Hawaii Interservice golf matches.

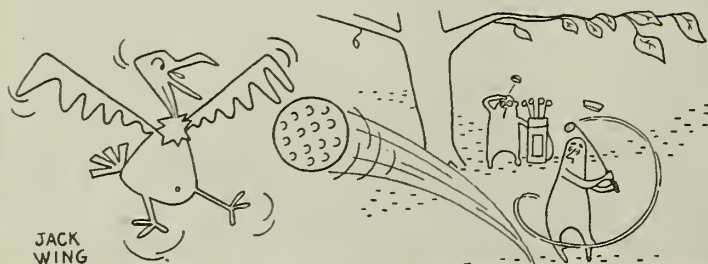
Berles annexed the 1953 Interservice Golf Crown, carding a 72-hole total of 278, ten strokes under par, bettering the old record of 285 set in 1951. Berles fashioned rounds of 67-68-72-71 to win the title and set the record.

## LST 854 Has Hot Team

Taking time out between POW lifts in operation "Big Switch," USS LST 854's softball team defeated the Army POW command at Koje Island 4-2 to chalk up its 8th straight triumph.

Led by shortstop Steve Chomas, EN2, who belted an average of one home run per game during the season and centerfielder Don Bruce, SN, who was top team batter with a .421 mark, LST 854 had an overseas softball record of 13 victories against a lone defeat and boasts victories over USS *Henrico* (APA 45) and USS *Wantuck* (APD 125).

The ship's executive officer, Lieutenant (junior grade) Chuck Mull, was player-manager for the team and second baseman. Lieutenant (junior grade) Jay D. Jones, Sol Poiano, QM3, Chuck Shively, CS2, Don Goelzhauser, HN, Ed Rosas, EN3, and Dick Macy, YN2, rounded out the starting line-up.



JACK WING

# THE BULLETIN BOARD

## Service-wide Examinations For Advancement in Rating Are Scheduled for February

The next service-wide examinations for CPO will be held on 2 February; for PO1, 23 February; for PO2, 16 February; and for PO3 on 9 Feb 1954.

The examinations are for advancement in rating of Regular Navy and USNR personnel on active duty.

These examinations will also include tests for change in rating from FC to FT under the new FT qualifications. No exams will be given for FC (see BuPers Inst. 1440.8).

AL applicants may take the tests for AT, but AL exams will also be given (see BuPers Inst. 1440.10).

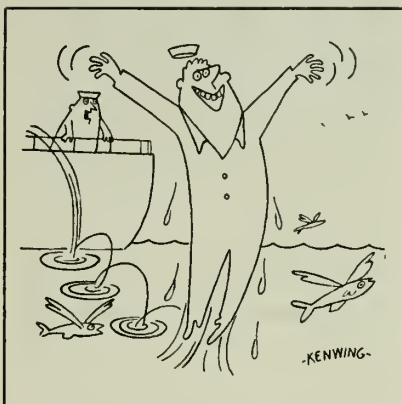
Personnel in the Naval Reserve Organization (ANR) will also participate.

Exams for substantiation of Reservist qualifications, to allow enlistment in the Regular Navy in equal pay grade, will also be held, except in these rates: ADC, BTC, MLC, PRC, AD1, BM1, MU1, SD1, AMC, CSC, OMC, SDC, AM1, CS1, PI1, TM1, AOC, MEC, PIC, TMC, AO1, MA1, and PR1 (see BuPers Inst. 1130.4 for details).

It is further noted in BuPers Notice 1418, dated 11 Sep 1953, which announces the exams, that after the February tests it will be necessary to close many additional rates substantiating qualifications for enlistment in the Regular Navy.

Present plans indicate the following rates will be closed to Reservists desiring to substantiate qualifications for USN enlistment: BMC, BM1, BM2, BM3; GMC, GM1, GM2, GM3; PNC, PN1, PN2, PN3; DKC, DK1, DK2, DK3; SHC, SH1, SH2, SH3; PIC, PI1, PI2, PI3; ATC, AT1, AT2, AT3; AOC, AO1, AO2, AO3; ABC, AB1, AB2, AB3; PRC, PR1, PR2, PR3; PHC, PH1, PH2, PH3; SDC, SD1, SD2, SD3; TMC, TM1, TM2, TM3; YNC, YN1, YN2, YN3.

MAC, MA1, MA2, MA3; CSC, CS1, CS2, CS3; LIC, LI1, LI2, LI3; ADC, AD1, AD2, AD3; ALC, AL1, AL2, AL3; ACC, AC1, AC2, AC3; AMC, AM1, AM2, AM3; AKC, AK1, AK2, AK3; DTC, DT1, DT2, DT3;



"OK! OK! So you got your orders for shore duty."

QMC, QM1, SKC, ENC, EN1, MEC, ME1, PMC, AEC, IMC, IM1, IM2, MUC, MU1, BTC, FPC, MCL, ML1, HMC, HM1, OMC, OM1, OM2, MMC, ICC, DCC, DC1, and CMC.

The new "International Rules of the Road" go into effect on 1 Jan 1954 so questions on this subject will be based on the new rules. A summary of the new rules may be found in "International Rules of the Road" (NavPers 10890).

All methods of taking dictation (including stenomask) are acceptable in fulfilling stenographic performance tests. You must provide your own equipment however.

The Notice suggests that candidates for the higher pay grades be allowed to review their NavPers form 624 ("Report of Examination for Advancement or Change in Rate or Rating") for accuracy of the final multiple factors.

A total of 200,000 Navymen and women filled examining rooms for last August's tests. Of the approximately 30,000 taking the exams for PO1, about 5000 were advanced. About one in every four for those taking the PO3 test were advanced. Those trying for PO2 fared even better—approximately 40 per cent were expected to go up in rate.

All promotions as a result of the August exam will be effective 16 Nov 1953. Lists of successful candidates were mailed to commands in October.

## Submarine Training Open to Many Different Ratings, Qualifications Are Revised

Here is something good for the Navymen who have the urge to go under the sea in ships. BuPers has announced that due to depleted lists, requests are desired from men in certain ratings for submarine training at the Submarine School, New London, Conn., and subsequent sea duty in submarines.

Ratings eligible are: QM, GM, FC-FT, RM, SO, EN, TM, ET, EM, IC, YN, CS and SD in pay grades E-4, E-5, and E-6; HM in pay grades E-5, E-6, and E-7; SN and SA, FN and FA, TN and TA.

Here is a list of the qualifications necessary (request must be submitted as outlined in BuPers Inst. 1540.2 of 16 September 1952).

- Have a minimum combined ARI/MECH score of 100 or combined ARI/MAT score of 100. This is a change from the GCT/ARI yardstick previously used.

- Be physically qualified in accordance with BuMed standards. *BuMed Manual*, Chapter 15-29 gives the details. Briefly, your vision must be a minimum of 20/30 corrected; you must have good color perception; your hearing must be 15/15 with no ruptured eardrums; and your teeth must be in good condition. Bridges and dentures are not disqualifying if they don't prohibit your using the submarine escape lung.

- Have demonstrated no evidence of emotional or mental instability or immaturity. (Such qualifications often indicated by a poor service record).

- Have served at least six months in present ship or station.

- Have 18 months' obligated service upon entry in school, or sign an agreement to extend enlistment.

Finally, each candidate must *volunteer* for sea duty in submarines. Your request for submarine duty should be sent to the Chief of Naval Personnel (Attn: Pers B212d) via your co. You are not eligible, however, if you are presently attending a naval school, are in a transient status or are in recruit training.



## If You Now Have an AL Rating, Here's How to Change to AT or Qualify for Other Rating

If you are an aviation electronicsman (AL) you must make a change-over in your rating to AT (aviation electronics technician) by 30 June 1957 or qualify for change to some other rating by 31 December 1957.

The change-over is a result of the Navy's latest reorganization of its rating structure. Here is how to make the change.

Your rating, AL, is being merged with the aviation electronics technician (AT) rating. The consolidation into the one rating will be completed by 30 June 1957. Actually, the last examination scheduled prior to the 30 June date is in February. That is the one you must take to get in under the deadline for the AL-AT shift-over.

If you are still an AL after 30 June 1957, you will be given until 31 December 1957 to qualify for change-over to some other rating. Failing, you will be reported to BuPers for administrative action. No one will be reenlisted or extended as

an AL (except with BuPers permission) after that date.

BuPers Inst. 1440.10 gives all the details. The instruction applies to men of the Regular Navy or Naval Reserve on active duty and to Naval Reservists on continuous active duty with the Naval Reserve organization (ANR, or TAR). It also applies to temporary officers who hold an AL rate in their permanent enlisted status.

For additional information on the basic consolidation of the two ratings, take a look at the revised *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev) and BuPers Notice 1200 of 5 Mar 1953.

The present AT qualifications will be used for the conversion of Aviation Electronicsmen until qualifications for the new combined rating are developed and published. No action is necessary for personnel now holding the AT rating. The board also abolished the emergency service ratings ATA, ATG and ATO, hence all changes from AL will be to the general service rating of AT.

Commanding officers will afford

ALs every opportunity to attend an appropriate AT school, or to get in-service training that will enable them to qualify for the change. Men holding AL ratings are also encouraged to participate in the service-wide AT examinations for their equal pay grade and to take the examination for advancement when eligible.

Conversion to the AT rating may be accomplished by one of the following procedures:

- Change in rate symbol for strikers.
- Change in rating on recommendation and examination in the same pay grade.
- Advancement from AL in one pay grade to AT in the next higher pay grade.
- Change in rating as a result of successful completion of the course of instruction in the appropriate Aviation Electronics Technicians' School.
- By administrative action, in the case of temporary officers whose permanent status is enlisted.

Detailed procedures for conversion to AT ratings are outlined in BuPers Inst. 1440.10 but some of the more important points affecting ALs follow:

ALAN and ALAA may qualify for and be changed to ATAN or ATAA or other rate symbol in accordance with BuPers Inst. 1430.4A. Strikers will no longer be given AL striker identifications.

Recommendations for change in rating from AL to AT in equal pay grade may be submitted, in the case of personnel who take the service-wide competitive examination for AT of the same pay grade, at the regularly scheduled time for such examinations (the February 1954 examinations will be the first used for this purpose). Personnel taking examination for change-over will have their examination answer sheet submitted to the Naval Examining Center for scoring.

The Examining Center will forward your answer sheet to BuPers for action. Multiple computation, service for eligibility and quarterly marks will be omitted in the scoring. In short you will not be in competition with anyone, just qualifying for change in rating.

To be eligible for participation in the examination you must have completed the appropriate naval training courses required by NavPers 10052

## HOW DID IT START

### Midshipmen's Slang

An important part of the indoctrination of midshipmen at the U. S. Naval Academy is the learning of nautical terms. In addition to knowing the terms of the sea, however, the Academy has its own brand of slang with which the Plebe (fourth classman) soon becomes familiar.

Several of these terms and their meanings have been taken at random from the annual handbook of the brigade of Midshipmen, "Reef Points."

**Anchor Man**—"There, but far the grace of God, walks a civilian."

**Brace Up**—"To rotate the hips, chest out, chin up."

**Bush**—"Weekly list of near casualties in academics; between 2.5 and 2.8."

**Buzzard**—"Sleeve insignia of a Midshipman Petty Officer."

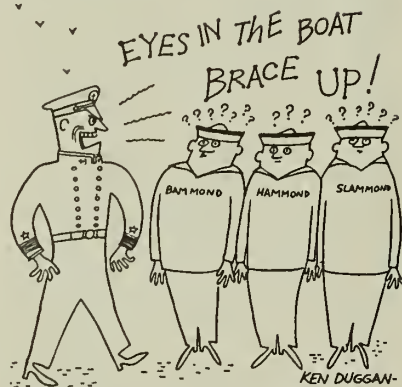
**Crobtown**—"Annapolis, a 'small fishing village' on the banks of the Naval Academy."

**Eyes in the Boat**—"Head and eyes to the front."

**Frap**—"Conduct Report; to put one on same."

**Jimmylegs**—"A yord watchman."

**Monthly Insult**—"A Plebe's three-dollar-per-month portion of his pay."



**O.A.O.**—"Usually, One And Only (Sweetheart); Off And On; One Among Others."

**C.I.S.**—"Chit from the O.A.O. saying she married your buddy; or any similar chit; I can't come."

**Rack Out**—"To utilize one's sack between reveille and taps."

**Star**—"To have an academic average of 3.4 or better."

**Zip**—"Zero."

**Snake**—"He always has a drag—someone else's; stog."

for the AT rate concerned. Also you must have completed the practical factor required in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) for the professional qualifications for the AT rate.

You may also qualify for concurrent change and advancement in rating by taking the examination for advancement to the *next higher* pay-grade in the AT rating.

Upon successful completion of the Aviation Electronics Technicians' School, Class "A", ALAA and ALAN will have their rate symbol changed to ATAA or ATAN; AL2 and AL3 will be changed in rating to AT in equal pay grade.

Upon successful completion of the Aviation Electronics Technicians' School, Class "B," AL2, AL1 and ALCA and ALC will be changed in rating to AT rates in equal pay grade. If you fail of graduation you will be given a chance to change your rating to any rating that you may qualify for within a reasonable time. AL3s and AL2s failing the course will be returned to duty for more in-service training.

If you have already successfully completed an appropriate AT school, your rating will be changed to AT in equal pay grade. (First class and CPO ratings, of course, cannot change merely on the basis of having successfully completed class "A" school; they must have completed class "B" school.)

Other points of interest on termination of AL ratings and change of rating to AT are:

- There will be no examinations for advancement in the AL rating after August 1954.

- No personnel will be re-enlisted in the AL rating under "broken ser-

vice" conditions after 16 April 1955.

Personnel in the AL rating will no longer be eligible to enter the AT school, Class "B," after the last class convenes in June 1956. Personnel in the AL rating, including strikers, will no longer be eligible to enter the AT School, Class "A," after the last class convening September 1956.

- The AL rating will be formally disestablished on 31 Mar 1958.

### Full Reenlistment Bonus Payable For Total Time of Extension

Regular Navy personnel who voluntarily re-extend their USN enlistments are now entitled to receive reenlistment bonus for the total time of extension (not to exceed an aggregate of four years.)

Previously, if a Navyman extended his regular USN enlistment for two years, he received a reenlistment bonus of \$40; for a second two-year extension, he received another \$40.

Now if he re-extends his enlistment for the second two-year period, he will be credited with a full *four-year reenlistment* and thus receive the four-year reenlistment bonus credit of \$160. Actually, the \$40 paid on the first extension of two years will be deducted (checked from the member's pay account) and he will "take home" the difference of \$120.

Enlistments may be extended by USN and USNR personnel for two, three or four years, but the total extension time may not exceed an aggregate of four years in any one enlistment.

Naval Reservists are *not* paid reenlistment bonus on extension of their enlistments.

This Change No. 1 to the original Instruction (BuPers Inst. 1133.1A) is based on a recent Comptroller General decision announcing that "where an enlistment or reenlistment is voluntarily extended more than once, such extensions may be considered as constituting one reenlistment for a like period in determining entitlement to reenlistment bonus."

ALL HANDS, June 1953, pp. 46-47, spelled out the rules and benefits for reenlistment and extensions of enlistments of both USN and USNR personnel as contained in the original directive.

### Report on Housing Conditions For Navymen and Dependents In Area of Brunswick, Me.

The Naval Air Station, Brunswick, Me., reports that housing conditions for personnel in that area are critical. Navy personnel ordered here are advised to obtain suitable housing before bringing their dependents to join them.

NAS Brunswick was re-activated in 1951 and is being converted into a "master jet base" (See ALL HANDS, October 1953). Since that time, the population of the town of Brunswick has increased by more than 3000 due to the influx of Navy families.

Here's how the housing picture looks at Brunswick and the surrounding area:

- Upon completion of a new sewage line, 100 rental units will be constructed. These units will be available to officers, enlisted men and civilian workers.

- A trailer site is being cleared to accommodate 100 government-owned trailers. Fifty trailers are ready for occupancy and another 50 have been requested. These trailer housing units will be available only to enlisted men of the lower pay grades.

- Some 232 units have been approved for construction on property adjacent to the Naval Air Station. It is expected that this project will be ready for occupancy by early 1954. These units will consist of one-, two- and three-bedroom apartments, unfurnished except for stove and refrigerator, and will be available to officers and enlisted men of the top three pay grades. Rent for these units will range from \$73 to \$106, *including* utilities.

- Civilian housing is available



"Oh, oh, here he comes, putting in for his transfer again."



"Aw, come on, Joe! It isn't that hot!"



in both Brunswick and Bath, Me. In Brunswick, approximately three miles from the station, a 90-unit development is available, consisting of one- and two-bedroom apartments that rent from \$68 to \$75, including heat and water. In Bath, which is about eight miles from the air station, 450 housing units are available in two developments. The units consist of one-, two-, and three-bedroom apartments and the rent ranges from \$35 to \$46, plus utilities. All units in both Brunswick and Bath are available to both civilian and military personnel on a "first come, first served" basis. The waiting period averages six to eight weeks.

- There are four public quarters on the air station, but none are available to enlisted men. To supplement these existing quarters, ten more public quarters are to be built—five for enlisted and five for enlisted personnel.

- Limited civilian housing is available within a 30-mile radius of the Naval Air Station, but during the winter months, commuting in this area is somewhat difficult.

## Courses in Shipbuilding Work and Engineering Administration

Two new officer correspondence courses are available at the Naval Correspondence Course Center:

- Engineering Administration (NavPers 10992), which covers the administrative duties of a ship's engineer officer, is recommended for all engineer officers afloat. Presented in six assignments, the course is evaluated at 12 points credit.

- The Shipbuilding Business (NavPers 10974), which discusses the business operations of shipbuilding, including labor wage systems, design, contracting, planning, scheduling, purchasing and allied subjects essential to the economic completion of a ship. This course is recommended for officers with duties concerned with naval ship construction in privately owned shipyards. It is presented in ten assignments and is evaluated at 20 points credit.

Application for enrollment in either course should be made on form NavPers 992, forwarded via official channels to the Naval Correspondence Course Center, U. S. Naval Base, Brooklyn 1, N. Y.

## Seabee College Hands Out Its 25,000th Diploma

### During Graduation Exercises

The U. S. Naval Construction Schools, collectively known as the "Seabee College," handed out their 25,000th diploma during recent graduation exercises at Port Hueneme, California.

The schools were born of necessity in 1945 when veteran seabees returned to civilian jobs and took with them the experience that had formed the backbone of the wartime construction battalions. Unskilled personnel of high school age entering the Seabees as replacements had to learn to perform the "Can Do" jobs without benefit of the knowledge and experience possessed by the old-timers.

Classes to prepare and inform started in November 1945. They varied in length from three weeks to three months and from basic to advanced in subject matter.

In the Fall of 1947 the 19 schools then in operation were condensed into only eight covering the Seabee ratings of surveyor, driver, mechanic, utilities man, builder, steelworker, construction electrician's mate as well as the fleet rating of draftsman.

In the redesignated U. S. Naval Construction Schools, two phases of training were adopted—Class "A" and Class "B."

The first is a primary course teaching the basic fundamentals of each rating.

- Surveyors make reconnaissance, preliminary and final location surveys for roads, airfields, pipelines, buildings and other types of construction.

- Draftsman are taught to use surveyor's notes in making drawings, plans, sketches and maps.

- Drivers learn to operate bulldozers, cranes, trucks, pile-drivers

and other power driven equipment.

- Mechanics are shown best ways to lubricate, repair and overhaul their equipment.

- Builders erect and dismantle concrete and wood structures such as buildings, bridges, cofferdams, wharves and tanks.

- Construction electrician's mates install and repair all types of electrical systems such as distribution panels, telephone switchboards, transformers and outside and inside wiring of buildings.

- Steelworkers learn welding, burning of metals and the erection of all types of metal structures.

- Utilities men, the handymen of the Seabees, work with plumbing, water purification and sewage disposal and learn the operation of all types of boilers and evaporators.

Class "B" training consists of the advanced courses. Classes here run from 13 to 16 weeks and teach the technical aspects and theories of each rating. To qualify, an applicant must be a petty officer. Most have previously completed the Class "A" course.

The teaching staff of the Seabee Construction School includes both military and civilian personnel trained in their professional subjects and as instructors. With training like this at Port Hueneme, the post-war Seabee is maintaining the resourcefulness and efficiency that gained for the Construction Battalions the name of the "Can Co" outfit during World War II.

## Rotation of Marines from Korea Works on a Stretch-Out Basis

Following the truce in Korea, the Marine Corps plans to conduct the future rotation of Marines from Korea on a "stretch-out" basis.

At the time of the truce, Marines in Korea were required to serve approximately 11 months before rotation. This tour of duty is being "stretched out" gradually. By March 1954, it is expected that most Marines will be serving 14-month tours in Korea. Then, if extension of Korean service proves necessary, the tour of duty may be extended to 16 months.

Marines due for discharge will continue to be returned to the U. S. in ample time for scheduled separation from the service.



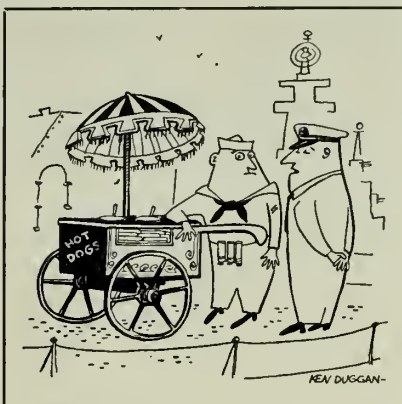
## BuMed Points Out Safety Rules To Follow When Using Solvents Containing Chlorinated Products

There may not be a skull and cross-bones on your can of "carbon tet" (Carbon Tetrachloride) but it could kill you just the same.

Carbon Tetrachloride and other chlorinated hydrocarbons are easily absorbed by the mucous membranes, the lungs and to some extent by the skin, and lead to damage to the kidneys or liver. Pneumonia may result from breathing the fumes.

BuMed has recently released Bu-Med Instruction 6200.5 which gives the details. There are other chlorinated industrial products not so familiar to the average Navyman which are just as dangerous.

They are: Methylene chloride, dichloromethane, chloroform, trichloroethylene, per (tetra) chloro-



"It's not that we object to a man making a little extra money, but . . ."

ethylene, trichloroethane, ethylene dichloride and tetrachloroethane.

Such products are generally used in dry cleaning, degreasing metal articles, extraction of oils and fats and are found in some waxes, pol-

ishes, lacquers, paints and varnishes.

If you must use any of the solvents named, follow these simple precautions:

- Read the instructions before using or get someone trained in their use to do the job.

- Always use in a well ventilated area.

- Wear impermeable gloves and apron.

- Do not heat over an open flame or open electric plate. Exposure to high temperatures may decompose these chlorinated hydrocarbons and form deadly phosgene gas.

- If you can't get proper ventilation, use a Bureau of Mines-approved air-line or organic-vapor respirator.

If after using any of these solvents you feel nauseated, dizzy, or suffer loss of appetite, headache or mental confusion, get an immediate medical check-up.

## Schooling Under The Sea Pays Off for 'Hideout' Crewmen

Operation Hideout, the medical research project that ended last March, was an experiment in which 22 enlisted Navy volunteers and one medical officer were sealed inside of the submarine *Haddock* (see All Hands, May 1953, p. 14). The purpose was to learn the physiological and psychological effects of a prolonged stay inside of compartments with a high carbon dioxide content.

But what this "guinea pig crew" learned in between being jabbed, tested and "read" by an assortment of weird electronic measuring devices was something of an entirely different educational nature.

Of the 22 men who climbed out of *Haddock* after 60 days:

- Five had completed high school level tests.

- Six had completed first year college level tests.

And in GED achievements:

- 10 USAFI courses had been completed.

- 27 Navy training courses were finished.

- Seven advancement in rating examinations had been administered.

Roy E. Lanphear, TM1, USN, the *Haddock's* "exec" and a veteran

of many USAFI and GED courses counseled the men and helped obtain the necessary courses. While not tutoring and undergoing tests in connection with the experiment Lanphear himself studied courses preparatory for an LDO commission.

Although an average day involved ship's work in addition to numerous physiological and psychological tests, William J. Copes, SN, USN, had time to study a correspondence course in electricity and another in preparation for advancement to third class petty officer. He also worked on a USAFI course on physical sciences and completed his first year college GED test.

Here is what a few more did to boost their education:

- Ross L. Anderson, YN, USN, took and passed his third class petty officer test and completed the uniform Code of Military Justice correspondence course.

- Roland E. Boucher, FN, USN, finished his first year college level examination and worked on a feature story account of his experiences which later appeared in a national magazine.

- Joseph E. King, FN, USN, who survived two sinkings in the Mer-

chant Marine during the past war and is an Air Force veteran of the Korean conflict, managed to accomplish an old ambition by earning his high school credits through GED.

- Kenneth D. Merrill, ET3, USN; Jim B. Thomas, SA, USN; John P. Valentino, SA, USN, took the first year college level tests while Gerald C. Leighton, FN, USN; Joseph A. Saladino, FN, USN, and Clarence M. Weaver, AS, USN, took and passed the high school level tests.

But all attention was not directed toward the study of professional courses. A variety of subjects ranging from General Psychology through Automotive Engineering to "Growing Trees and Small Fruits" was also studied.

If the personal accomplishments of "Operation Hideout" were unusual they were not so because of any unusual merit possessed by the "guinea pigs." Said the officer-in-charge of the Medical Research Laboratory, "The volunteers were not selected on the basis of high intelligence or ambitious traits . . . The courses were merely made available . . . they (the men) took it from there."—R. L. Palmer, J0SN, USNR.



## Major Benefits Are Offered to Veterans of Korean Conflict

HERE is a round-up of the major benefits provided by the Veterans Administration for veterans who served in the U. S. armed forces since the start of the Korean hostilities. Many of the following benefits provide for dependents and beneficiaries as well as the veteran.

### G.I. Education and Training

The Veterans' Readjustment Assistance Act of 1952, otherwise known as the Korean G.I. Bill, permits eligible veterans with active service anywhere in the world since 27 Jun 1950 to receive education or training at Government expense.

**Eligibility** — the requirements include:

- Ninety days' active military or naval service unless discharged for disability reasons some part of which must have occurred between 27 Jun 1950 and a date yet to be determined either by presidential proclamation or by a concurrent resolution of Congress.

- A discharge under other than dishonorable conditions.

Both of the above conditions must be met.

**Length of Training**—Eligible veterans may get a course of training

not to exceed 36 months, at the rate of one and one-half days of training for each day of service after 27 Jun 1950, regardless of where the service was performed.

However, veterans with both World War II service and service since 27 Jun 1950, who have previously trained under earlier veterans' training laws (the World War II G.I. Bill, Public Law 16 or Public Law 894) may use any combination of both entitlements which does not exceed 48 months provided entitlement used under the Korean G.I. Bill does not exceed 36 months.

**Type of Training**—Eligible veterans may choose their own course of training in any school or establishment approved by an appropriate State Approving Agency that meets other qualifications of the law. Veterans may:

- Enroll in schools or colleges.
- Take apprenticeship or other training on-the-job.
- Enroll in institutional on-the-farm training or other programs which combine school and job training.
- Select correspondence school courses.

No more than one change of course program is allowed.

**Training Allowances** — Veterans will receive an education and training allowance each month from the Government to meet part of the expenses of their training and living costs.

Tuition, fees, books, supplies and equipment will not be paid by the Government; instead, they will have to be paid by the veterans with the help of the monthly allowance they receive from the Government.

The rate of payment for veterans without dependents who are in full-time training in schools and colleges is \$110 a month; for those with one dependent, \$135 and for those with more than one dependent \$160. Veterans in training less than full time will receive proportionately lower monthly rates.

For on-the-job trainees without dependents, the top monthly payment is \$70; for those with one dependent \$85 and for those with more than one dependent \$105.

For veterans in institutional on-the-farm training, which combines classroom instruction with practical on-the-farm work, the top monthly payment for those without dependents is \$95; for those with one dependent \$110 and for those with more than one dependent \$130.

The law requires that on-the-job and on-the-farm rates of payment be reduced, at four-month intervals, as the training progresses.

The law also requires that veterans taking institutional on-the-farm training must devote full time to their program.

The new G.I. Bill places a \$310-a-month ceiling on on-job-training alone, regardless of dependency status. Should a veteran's training allowance, plus his earnings as a trainee, exceed this amount, VA will reduce its allowance to the veteran accordingly. However, there is no ceiling on what the veteran may earn in private employment outside of training allowances.

A veteran in training will get his monthly allowance some time after the end of each month of training completed. Before VA can pay him the allowance for any month, the law requires a certification from both

## WHAT'S IN A NAME

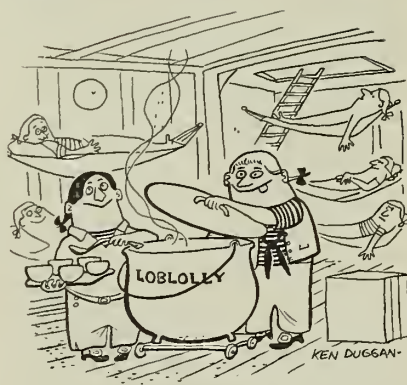
### "Loblolly Boys"

"Where's the loblolly boy?" That question would probably raise the eyebrows of most sailors today. But not so in the early days of the American Navy.

For the "loblolly boy" is the oncestor of today's "hospital corpsman." It was his job, as far back as 1798, to assist the ship's surgeon and surgeon's mates in caring for the sick and wounded.

"Loblolly," as defined by a dictionary, is a "thick gruel" or porridge. The person who served this gruel to the patients became the "loblolly boy." The term "loblolly" is also nautical slang for "medicine."

In 1799, Congress provided "that a convenient place be set apart for the sick . . . also that some of the crew be appointed to attend them and keep the place clean." That portion of the ship assigned was usually in the forward part of the vessel, below the waterline or in the "waist" where the men would be protected from shot and shell. The sick and injured were



token to this place with their hammocks and bedding and were attended to by the "waisters" and "loblolly boys." The first official recognition of the term "loblolly boy" appeared in the 1814 edition of Navy Regulations.

the veteran and the school or training establishment that he was enrolled in.

### G.I. Loans

Veterans with active service on or after 27 Jun 1950, may qualify for VA guaranteed or insured loans to purchase homes, farms and businesses under the same conditions that apply to the G.I. loan program for World War II veterans.

The purpose of the G.I. loan program is to encourage lending institutions to make loans with minimum down payments and at reasonable interest rates because of the Government guarantee or insurance of part of the loan.

Three types of loans are permissible:

- To purchase, construct or improve a home.
- To buy a farm, farm land, stock, feed and seed, farm machinery, and other farm supplies and equipment.
- To buy a business or otherwise to enable a veteran to undertake or expand a legitimate business venture.

Loans also may be obtained to re-finance delinquent indebtedness incurred in connection with the above three categories, under certain conditions.

**Eligibility** — Eligibility requirements include:

- A discharge or separation under conditions other than dishonorable.
- Active military service any place in the world, at any time on or after 27 Jun 1950 and prior to the end of the present emergency, a date yet to be determined by presidential proclamation or by a concurrent resolution of the Congress.
- At least 90 days' total service, unless discharged sooner for disability.

**Widows** — Unremarried widows of men who served during that period and who died in service or as the result of a service-connected disability also may qualify for loans.

**World War II Veterans** — Veterans of World War II who returned to active duty in the armed forces since 27 Jun 1950 will have their unused loan entitlement under the World War II G.I. Bill cancelled when they are released from active duty and will receive new entitlement under the Korean G.I. Bill.

The result is that these World War II veterans, like all veterans



"No, it doesn't hurt—only when I laugh!"

eligible under the Korean G.I. Bill, will have 10 years from the end of the present emergency to obtain G.I. loans.

World War II veterans who have sold the homes or farms they purchased with VA guaranteed or insured loans under the original G.I. Bill may have new and full loan guarantee rights under the Korean G.I. Bill provided the VA has not incurred any liability or suffered any loss on the loans. This same renewal of rights applies to veterans who have disposed of real property purchased with the aid of G.I. business loans which were guaranteed or insured under the World War II G.I. Bill.

**Financing**—VA ordinarily is not empowered to lend money to the veteran. He must make his own arrangements through the usual lending channels, such as banks, building and loan associations, mortgage loan companies, and the like.

The lender making a G.I. home loan is guaranteed against loss up to 60 per cent of the loan, with a maximum guarantee of \$7500.

On other loans, VA guarantees the lender against loss up to 50 per cent of the loan, with a maximum guarantee of \$4000 involving real estate and up to \$2000 on non-real estate loans.

**Direct Loans** — The Veterans Administration can, under certain conditions, make a limited number of direct Government loans in areas where the Administrator has determined that private mortgage financing at four and one-half per cent interest is not available.

VA direct loans may only be used to build or purchase a home or to

build or improve a farmhouse. The location of areas where VA may make direct G.I. loans may be obtained from the Loan Guaranty Officers of VA Regional Offices throughout the country.

**Interest Rate** — Interest rate on VA guaranteed loans may not exceed four and one-half per cent per year on the unpaid balance.

**Restoration of Guaranty** — Veterans who have used their guaranty and, through no fault of their own, are forced to sell their homes and move to another area for reasons of health, employment or other specified reasons beyond their control may have their guaranty restored, providing the VA Administrator has been relieved from liability on the old guaranty.

**Safeguards** — Three major safeguards for G.I. loans have been set forth in the Korean G.I. Bill. They are:

- A veteran's property must meet or exceed minimum requirements for planning, construction and general acceptability. This provision does not apply to homes which have been completed at least a year before they were purchased with G.I. loans.

- VA may refuse to appraise any dwelling or housing project owned or built by anyone who has attempted to take unfair advantage of veterans in the past.

- VA may refuse to guarantee loans made by lenders who have failed to service loans adequately, or who have failed to keep adequate loan accounting records, or who have shown poor credit judgment, or who have engaged in other practices detrimental to the veterans or to the Government.

**Down Payments** — Under VA regulations, no down payments are required for G.I. home loans and the payment term may be as long as 30 years. However, since VA guaranteed or insured loans are made by private lending institutions, the lenders make the decision as to the terms of the loans it makes. The amount of down payment and the length of the repayment period are matters to be agreed upon between the veteran and the lending institution making the loan.

### Medical and Domiciliary Benefits

Veterans who served in the U. S. armed forces anywhere in the world



### Outpatient Medical Treatment —

- An appliance is determined necessary as a part of hospital treatment or domiciliary care.

*Length of Training* – Eligible veterans may get training of such character and length not to exceed four years as is necessary to restore their ability to work. Veterans may apply



## ALL HANDS

for vocational rehabilitation after discharge, or while hospitalized awaiting discharge.

**Type of Training** — Before disabled veterans begin training, they will be interviewed by VA counselors. If necessary, they will be given a series of tests to determine their aptitudes and interests. This, together with a review of the veterans' educational and employment experiences, will enable the VA counselor and training officer to advise the veterans as to the training they may get.

Eligible veterans may be:

- Enrolled in schools or colleges.
- Placed in apprenticeship or other on-the-job training.
- Entered in institutional on-the-farm training programs or other programs which combine school and job-training.

**Subsistence Allowances** — While in training and for two months after rehabilitation, the disabled veterans may receive subsistence allowances in addition to their disability compensation.

Basic monthly subsistence rates for disabled veterans studying full time in schools and colleges are \$75 without dependents, \$105 with one dependent, and \$120 with more than one dependent.

Basic rates for on-the-job training are \$65 without dependents and \$90 with one or more dependents.

Rates for veterans enrolled in combination types of training may be somewhat higher than the job training rates.

Additional allowances may be provided, depending on the veterans' degree of disability and the number of additional dependents they have.

#### Disability Compensation

A veteran disabled by injury or disease incurred in or aggravated by active service since 27 Jun 1950 may qualify for disability compensation at wartime rates. He must have been discharged under conditions other than dishonorable.

A veteran who develops any type of active tuberculosis to a degree of 10 per cent or more disability within three years of his release or separation from service may be presumed to be service-connected for disability compensation.

Veterans with multiple sclerosis (a kind of creeping paralysis), devel-



"Me own this dog? No sir, I just gave him away about two minutes ago."

oping to a degree of 10 per cent or more disability within two years after separation from active service may be presumed to be service-connected for disability compensation.

Here are the monthly wartime rates for service-connected disabilities:

10% disabled	\$15.75
20% "	31.50
30% "	47.25
40% "	63.00
50% "	86.25
60% "	103.50
70% "	120.75
80% "	138.00
90% "	155.25
100% "	172.50

For blindness, amputations, tuberculosis, etc., additional amounts may be payable as statutory awards. These statutory awards, in combination with disability compensation, may be paid up to a maximum of \$400 a month.

Veterans rated 50 per cent or more disabled may receive additional sums for dependents.

#### Disability Pension

A veteran with active service since 27 Jun 1950 who becomes permanently and totally disabled for reasons not traceable to his service in the armed forces may be entitled to a pension.

He must have been discharged under conditions other than dishonorable after a minimum of 90 days of service. (If he was discharged in less than 90 days of service for disability incurred in line of duty and later becomes disabled for other reasons not traceable to service, he is eligible for the pension.)

The pension is payable only if the

veteran's income does not exceed \$1400 a year without dependents, or \$2700 if he is married or has a minor child.

The monthly rate is \$63 which is increased to \$75 after 10 years or when the veteran reaches age 65.

Veterans who are entitled to pension and who are so helpless as to need the regular aid and attendance of another person may be eligible for the top pension payment of \$129 per month. This rate does not apply when the veteran is being hospitalized by VA or is receiving VA domiciliary care.

#### Aid for the Blind

VA provides special aid to veterans who are blinded and are entitled to compensation for service-connected disabilities. The blindness itself need not be service-connected.

Aids for the blinded include approved electronic and mechanical equipment, as well as seeing-eye or guide dogs. VA also pays the expense of training the veteran to use the dog, and for the dog's medical attention.

#### "Wheel Chair" Homes

Seriously disabled veterans who can not get about without the aid of wheel chairs, braces, crutches, canes, or the like, may be entitled to a grant from VA for a "wheel chair" home, especially adapted to their needs.

These veterans must be entitled to compensation for permanent and total service-connected disability for the loss, or loss of use, of both legs, due to certain specified conditions.

Eligible veterans will receive a Federal grant of not more than 50 per cent of the cost of their homes up to a maximum of \$10,000. This grant may be used to pay part of the cost of building or buying such homes, or to remodel existing dwellings for their requirements.

The grant also may be used to pay off the indebtedness of such homes already acquired by eligible veterans.

#### Cars for Disabled Veterans

Veterans who served in the Armed Forces on and after 27 Jun 1950 and who are entitled to VA compensation for any of three types of disabilities may be eligible for an automobile or other conveyance.

The three types of disabilities are as follows:

- Complete loss of sight in both eyes or permanent impairment of



vision in both eyes to a degree as to constitute virtual blindness.

- Loss or permanent loss of use of one or both feet.

- Loss or permanent loss of use of one or both hands.

For eligible veterans, VA is authorized to pay up to \$1600 toward the purchase price of an automobile or other conveyance, including such equipment with special attachments and devices as the VA may deem necessary for each veteran.

Veterans may apply to the VA for this benefit up to 20 Oct 1954 or up to three years from the date of their discharge or release from active service whichever is later.

## Government Life Insurance

**Servicemen's Indemnity** — Under the Servicemen's Indemnity and Insurance Acts of 1951, which became effective 25 Apr 1951, persons in active service on and after 27 Jun 1950 are automatically covered against death in active service for \$10,000—less any other Government life insurance in force at time of death.

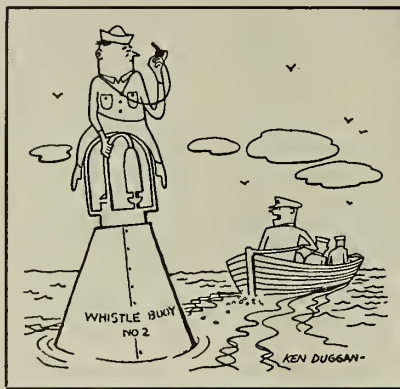
For those called to active duty 31 days or more, this free indemnity protection continues for 120 days after separation or release from active service.

After their separation from service, these veterans may obtain two types of post-service Government life insurance:

**Five-Year Term Insurance** — A five-year level premium term policy that is renewable every five years at the premium rate for the then-attained age without medical examination. This type of term policy is not convertible to any other form of Government life insurance, nor does it participate in dividends.

Veterans who may apply for this insurance are those who were ordered into active duty for 31 days or more and who were entitled to indemnity protection while they were in service. However, they must have been released from such active service.

These veterans may apply to the VA for the insurance within 120 days after their separation or release. While they do not need a physical examination, they must pay the required premiums. They may purchase up to \$10,000 of this term insurance, less any other Government



"And we'll see you in the morning with the repair crew, Smith."

life insurance in force at the time of application.

**Insurance for Disabled Veterans**— A special form of Government life insurance is available for eligible disabled veterans, in either term or permanent plans, similar to those of National Service Life Insurance, except that the premiums are on a different basis, the insurance is non-participating with respect to dividends, and the benefits upon maturity are different because they are based on different actuarial tables.

Veterans eligible for this special insurance are those released or separated from active service on or after 25 Apr 1951, under other than dishonorable conditions and who are found by the VA to be suffering from a service-connected disability or disabilities for which VA compensation would be payable if the disability were 10 per cent or more in degree. They must not be suffering from non-service-connected disability or disabilities that would make them non-insurable.

These veterans must apply to VA for the special NSLI within one year from the date that VA finds their disability or disabilities to be service-connected. Each application must be accompanied by the required physical examination and the necessary premium.

## Death Compensation

The widow, children and dependent parents of a deceased veteran with service since 27 Jun 1950, whose death was due to service, may qualify for death compensation.

A widow loses her entitlement if she remarries. Unmarried children normally lose their entitlement upon

reaching age 18, but if they are attending a school approved by the VA, they may continue to receive death compensation while attending this school, but not after they are 21 or married. Mentally incompetent children may receive this compensation after age 18 as long as such incompetency exists.

Monthly amounts vary according to the number and relationship of the dependents. Examples are: widow, no child \$75; widow, one child, \$121 (each additional child, \$29); no widow, one child, \$67; no widow, two children, \$94; no widow, three children, \$122 (each additional child \$23); one parent, \$60; two parents, each \$35.

## Death Pension

The widow and children of certain deceased veterans with service since 27 Jun 1950 may be entitled to death pension benefits where the veteran died of causes not due to service.

The veteran must have been discharged under conditions other than dishonorable and, at time of death, must have been receiving or entitled to receive compensation, pension or retirement pay for service-connected disability. Otherwise, he must have served at least 90 days (or have been discharged for service-incurred disability before 90 days of service) and, at time of death, must have had a definite ascertainable service-connected disability.

A widow alone receives \$48 a month; a widow and one child, \$60 (each additional child, \$7.20); no widow, one child, \$26; no widow, two children, \$39; no widow, three children, \$52 (each additional child, \$7.20).

The widow may receive pension only if her annual income does not exceed \$1400, or \$2700 if she has a child or children. In the latter event, the child or children may become eligible for pension. But, if a child has an income in excess of \$1400 per year, he or she is not eligible. A widow loses her entitlement upon remarriage and unmarried children normally become ineligible when they reach age 18. A child attending a VA-approved school after age 18, will continue to receive the pension while attending this school, but not beyond the age of 21 or if married. Mentally

incompetent children may receive this pension as long as the incompetency exists.

#### **Burial Benefits**

Funeral expenses, up to \$150 will be paid by the VA in the death of any veteran who served in the Armed Forces since 27 Jun 1950, and who was discharged under conditions other than dishonorable.

Additional costs, covering transportation, will be allowed if the veteran died in a VA hospital or home, or while hospitalized at VA expense, or while in transit to or from a VA hospital, home or regional office at the expense of the VA.

All claims must be filed with the VA within two years from the date of permanent burial. These allowances are payable only to undertakers or to reimburse the person who paid the funeral expense.

**Burial Flag** — An American flag to drape the casket, which may be retained as a memorial by the next-of-kin, is supplied in the death of veterans who have served in the Armed Forces since 27 Jun 1950 and who were discharged under conditions other than dishonorable.

Such flags are issued, upon application, by the VA field offices; most first, second and third class post offices and those fourth class post offices located in county seats.

#### **Guardianship Service**

Incompetent veterans, with service in the Armed Forces since 27 Jun 1950 and their minor dependents or incompetent beneficiaries are entitled to protection of that portion of their estates derived from benefits paid by the VA.

Such protection is provided by the Chief Attorneys of the VA Regional Offices (in accordance with State and Federal laws and VA regulations).

The Chief Attorneys maintain supervision over guardians appointed by State (probate and county) courts, as well as legal custodians recognized by the VA in their respective jurisdictions.

#### **Appeals**

The Board of Veterans' Appeals is available for rendering final decisions in all cases appealed to the Administrator of Veterans Affairs, wherein a claimant has been denied benefits to which he claims entitlement. The Board has no original jur-

isdiction; its work is similar to that of a court of appeals.

Three benefits of the G.I. Bill are not administered by the Veterans Administration. They are:

#### **Unemployment Compensation**

The Korean G.I. Bill provides unemployment compensation for eligible veterans with service since 27 Jun 1950. Payments may be made at the rate of \$26 a week for a maximum of 26 weeks, or a total of \$676 for the full period.

This program is administered through the various states by the U. S. Department of Labor. Further information may be obtained from any local State Employment Office.

**Employment Assistance** — The law also extends job-finding assistance to veterans with service since 27 Jun 1950, on the same basis as veterans of World War II. The help includes job counseling and employment placement services of the Veterans Employment Service, which is a part of the U. S. Employment Service.

This program is administered by the Veterans Employment Service of the U. S. Employment Service. Further information may be obtained from any local State Employment Office.

#### **Mustering-out Pay**

The Bill further provides mustering-out pay for veterans with service since 27 Jun 1950. These payments will be made at time of discharge to anyone with an honorable discharge who served in the rank of captain or less in the Army, Air Force or Marine Corps or as lieutenant senior grade or less in the Navy.

Payments total \$300 for those with at least 60 days of service who were on active duty outside the continental limits of the U. S.; \$200 for

those with 60 days or more of service who were not outside the U. S. and \$100 for those who spent less than 60 days on active duty.

### **Veterans of Korean Service on Civil Service Register May Be Eligible for Government Jobs**

Navymen who were on a Civil Service register and entered the service before they had a chance to accept appointment may be eligible to be placed on a register again when they are separated.

Public Law 121 (83rd Congress) is designed to assist Federal Civil Service appointees who lost opportunities for appointment because of service in the armed forces after 30 Jun 1950.

You may be entitled to be placed on the original (or the appropriate successor) register for certification for probational appointment in the U. S. Government if you meet the following conditions:

- You served in the armed forces of the U. S. at any time after 30 Jun 1950 and prior to the expiration of the Universal Military Training and Service Act (1 July 1955).
- Your name appears on any Civil Service register after 30 June 1950 with respect to a position in the U. S. Government.
- During your service in the armed forces another eligible applicant standing lower on the register received a probational appointment.
- You have been separated or relieved from active duty under honorable conditions from the armed forces.
- You are qualified to perform the duties of the position for which the register is established.
- You make application to be placed on a register within 90 days after the date you are separated or released from active duty, or the date of the termination of hospitalization that has continued for a period of not more than one year after your separation or release from active duty.

However, the privileges of this law do not apply to anyone who remains on active duty voluntarily or involuntarily for more than four years (except where additional active duty is imposed by law, or for the purpose of determining physical fitness).



"You mean he's not left over from your class either?"



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SevNav Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 44—Announces the selection

of 12 officers for temporary promotion to the grade of brigadier general in the Marine Corps.

No. 45—Announces the death of Chief Justice of the United States Frederick M. Vinson and orders all ships and stations to half-mast their Colors.

No. 46—Raises from \$1 to \$1.65 the per diem rate for officers under instruction or delayed under permanent change-of-station orders.

No. 47—Calls attention of Navy enlisted personnel to the Naval ROTC program and requests applications to be forwarded to BuPers by qualified personnel.

No. 48—Announces selection of 1017 lieutenant commanders of the line of the Regular Navy and Naval Reserve on active duty for temporary

promotion to commander.

No. 49—Announces the convening of a selection board to consider requests from officers of the line of the Regular Navy, not above the grade of lieutenant commander, for transfer to the Supply Corps.

### BuPers Instructions

No. 1120.3A—Gives the latest information on appointment of Naval Reserve dental officers in the Dental Corps of the Regular Navy.

No. 1120.4A—Gives the latest information on appointment of Naval Reserve medical officers to the Medical Corps of the Regular Navy.

No. 1510.23—States that graduates of Instructor School are authorized to handle motion picture equipment while on instructor or recruiting duty, but that they are not qualified as full-fledged movie operators.

No. 1801.1A—Continues to hold in abeyance the retirement of Regular officers of the Navy and Marine Corps except for being overage, unfit for duty or retired on individual hardship.

### BuPers Notices

No. 1910 (13 Aug 1953)—Gives instructions for early separation of Regular Navy personnel serving in a minority enlistment and states that such persons will be retained on active duty until they complete three years of active duty, unless they request otherwise.

No. 1210 (1 Sep 1953)—Advises naval commands of the pending consolidation of TAR (Training and Administration of the Naval Reserve) billets and billets in the Regular Navy Establishment, and states that TAR billets will be distinguished in the future by the fourth digit "7" in the billet designator of the allowance of officers.

No. 1001 (11 Sep 1953)—Makes a change in BuPers Inst. 1001.10, which relates to selection and assignment of officers to the TAR program.

No. 1120 (11 Sep 1953)—States that applications for appointment in the Regular Navy by Reserve officers under the Augmentation Program will not be accepted by BuPers after 1 Nov 1953 since the Congressional authority for the program terminates on 31 Dec 1953.

No. 1418 (11 Sep 1953)—Gives full information on next year's service-wide competitive exams for EMs.

No. 1440 (25 Sep 1953)—Con-

## WAY BACK WHEN

### Ships' Sponsors

Early records of ship-naming ceremonies show that the name of a Navy ship was usually given by an officer of the U. S. Navy.

Unlike present-day ceremonies, a ship's sponsor in the old days would go on board and actually be launched with the ship. As the bow of the vessel struck water, he would break the bottle of wine or water over the bow, at the same time pronouncing her name.

Many prominent officials were launched with a ship in those days. Commodore John Paul Jones was aboard *America*, the first ship of the line to be launched in the U. S., (5 Nov 1782) and in several instances the Secretary of the Navy has been launched with a ship.

The first complete record of a Navy ship-naming or "christening" is that of *Constitution* when, on 20 Oct 1797, Captain James Sever, USN, "broke a bottle of wine over the bow of the frigate." When the frigate *Independence* was launched on 20 June 1814, Commodore Bainbridge had the honor of christening her. On another occasion, it was noted that the frigate *Brandywine* "smote the water in fine style and Captain Dove stationed on her bow christened her with the usual ceremony."

In 1828 the first woman sponsor appears in print, but her identity will probably never be known. The only reference to her appeared in the following news item: "The *Concord* (a sloop-of-war) glided beautifully into her destined element and was christened by a young lady of Portsmouth." In those days, it was not the fashion to put the names of ladies in the papers.



From that date to 1898 records give the names of few men who participated in the launching of a new ship. Since 1898 it has been the policy of the Navy Department to select only female sponsors.

At one time, it was the custom for officials of the Navy Yard or Shipbuilding Company where the ship was built to invite a sponsor to break the bottle of wine or water and give the vessel her name.

At the present time sponsors for naval vessels are designated by the Secretary of the Navy. The Navy Department usually requests the Governor of the State to nominate a sponsor for a battleship to be named for that state or the mayor of a city to nominate a sponsor for a cruiser to be named for his city.

When ships are named for individuals, a female relative of the person for whom the vessel is to be named is designated as the sponsor.

tinues to hold in abeyance, except in exceptional cases, a commanding officer's authority to effect changes in rate to, or from airman or airman apprentice.

### Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*Thunder Bay* (1254) (T): Melodrama; James Stewart, Joanne Dru.

*Flame of Calcutta* (1255) (T): Outdoor drama; Denise Darcel, Patrick Knowles.

*The Great Sioux Uprising* (1256) (T): Western; Jeff Chandler, Faith Domergue.

*Affairs of Dobie Gillis* (1257): Campus Comedy; Debbie Reynolds, Bobby Van.

*War of the Worlds* (1258) (T): Drama; Gene Barry, Ann Robinson.

*Terror on the Train* (1259): Drama; Glenn Ford, Anne Vernon.

*Powder River* (1260) (T): Western; Rory Calhoun, Corinne Calvet.

*Moulin Rouge* (1261) (T): Drama; Jose Ferrer, Collette Marchand, Zsa Zsa Gabor.

*Houdini* (1262) (T): Melodrama; Janet Leigh, Tony Curtis.

*Dangerous When Wet* (1263) (T): Musical Melodrama; Esther Williams, Fernando Lamas, Jack Carson, Charlotte Greenwood, Denise Darcel.

*City of Bad Men* (1264) (T): Western; Jeanne Crain, Dale Robertson.



"Barker, in order to become a diver, you have to have confidence."

*Phantom From Space* (1265): Melodrama; Ted Cooper, Tom Daly.

*Plunder of the Sun* (1266): Melodrama; Glenn Ford, Diana Lynn.

*The Big Leaguer* (1267): Baseball Melodrama; Edward G. Robinson, Vera Ellen.

*The Band Wagon* (1268) (T): Musical; Fred Astaire, Cyd Charisse, Oscar Levant, Nanette Fabray.

*Abbott and Costello Meet Dr. Jekyll and Mr. Hyde* (1269): Comedy-Mystery; Bud Abbott, Lou Costello, Boris Karloff.

*Island in the Sky* (1270): Air Force Drama; John Wayne, Lloyd Nolan.

*Murder Without Tears* (1271): Crime-Melodrama; Craig Stevens, Joyce Holden, Richard Benedict.

*Gentlemen Prefer Blondes* (1272) (T): Musical Comedy; Marilyn Monroe, Jane Russell, Charles Coburn.

*Man From the Alamo* (1273) (T): Western; Glenn Ford, Julia Adams, Chill Wills.

### Selection Board Recommend Promotion of Line LCDRs

A Navy selection board has recommended 1017 line officers of the Regular Navy and Naval Reserve on active duty for promotion to commander.

Of the total selected, 928 are of the unrestricted line. The balance includes 46 Engineering Duty officers, 26 Aeronautical Engineering Duty officers, 15 Special Duty officers and two Limited Duty officers.

The date of rank of the officers selected to the higher grade will vary. However, all of the selectees are expected to be promoted, when qualified, by 1 Jul 1954.

### Aviation Trip Insurance Is Now Available to Navymen Traveling As Passengers in Service Planes

Navymen may now buy aviation trip insurance for extra protection while traveling as passengers aboard Department of Defense aircraft. Such insurance can be purchased from civilian insurance firms and insures the individual for one trip, from one geographical location to another or for a specific period of time.

By buying trip insurance you may secure extra protection over and above your permanent life insurance or have it serve as a replacement for a life insurance contract containing an aviation exclusion provision.

A policy insures any person traveling as a passenger on any Department of Defense aircraft which is being utilized for the transportation of passengers and cargo, but not in connection with flights for any other operational, tactical or test purposes. One insurance company has interpreted the term "operational" to mean "any flight simulating a combat operation."

Aviation trip insurance policies are issued in amounts of \$10,000 or \$20,000 and in various time limits from three days to one year with premiums ranging from \$1 to \$50. One policy is issued for flights within the U. S. and another for world-wide flights. Extension in time limits are granted where authorized layovers occur.

### Manual for Burial Escorts Prepared by BuPers Is Ready

A manual is available to all persons who may be assigned as escorts of deceased Naval Personnel.

A copy of the new handbook, titled *Manual for Escorts of Deceased Naval Personnel* (NavPers 10067), has been sent to each Naval District Director of Training and to each Marine Corps activity.

The Manual is prepared for Navy and Marine Corps personnel who may be asked to escort deceased personnel to the place of burial.

Naval Personnel may requisition extra copies from any naval district Printing and Publications Office.

Marines may procure additional copies from the Commanding General (Stationery), Marine Corps Depot of Supplies, Philadelphia 46, Pa.



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BORDELON, Guy P., LT, USN, pilot in Fighter Squadron 152 on 17 Jul 1953. Flying a night combat patrol mission near the city of Seoul, Lieutenant Bordelon expertly maneuvered his aircraft into an attack position and boldly intercepted a hostile intruder plane. Challenging the enemy, he pressed home a determined attack and quickly shot down the aircraft, accounting for his fifth enemy night intruder plane, thereby becoming the first Navy pilot to achieve such a record during the Korean conflict.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ AVERA, Ray, HN, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951.  
 ★ CHUE, Kenneth, HM2, USN, serving with a Marine Infantry Company on 28 May 1952.  
 ★ EVANS, Andrew H., HM3, USN, serving with a Marine Infantry Company on night of 15-16 Sep 1952.  
 ★ FELICIA, Francis G., HN, USN, serving with a Marine Infantry Company on 9 Aug 1952.  
 ★ GUIVER, Jay L., HM3, USN (posthumously), serving with a Marine Headquarters and Service Company on 26 and 27 Mar 1953.  
 ★ HODGES, Gerald L., HN, USN, serving with a Marine Infantry Company on 3 Jul 1952.  
 ★ HODGES, Walter L., HM3, USN, attached to a Marine Tank Company on 28 May 1952.  
 ★ HOFF, Alan, LTJG, USN (posthumously), pilot in Fighter Squadron 111 on 11 Mar 1952.  
 ★ HUTTO, James E., HN, USN, serving with a Marine Infantry Company on 7 Feb 1952.  
 ★ KATZ, Lawrence S., HN, USN, serving with a Marine Infantry Company on 4 May 1952.  
 ★ MAHONEY, James R., Jr., HN, USN, serving with a Marine Infantry Company on 12 Feb 1952.

★ McMULLEN, Birton E., LT, USN, pilot in Helicopter Squadron One on 13 Jun 1952.

★ PALMER, Asa, HN, USN, serving with a Marine Infantry Company on 28 May 1952.

★ RAYMOND, Chester C., HN, USN, serving with a Marine Infantry Company from 12 to 16 Aug 1952.

★ SCHUELLER, Marlin H., HN, USNR, attached to a Marine Infantry Company on 10 Jun 1951.

★ SCARLATO, Anthony S., HN, USN, attached to a Marine Infantry Company on 20 Jun 1952.

★ SMITH, John D., HN, USN, serving with a Marine Infantry Company on 29-30 Aug 1952.

★ VINTILA, John N., HM3, USNR, serving with a Marine Infantry Company on 5 May 1952.

★ WEYMER, William G., HN, USN, serving with a Marine Infantry Company on 5 and 6 Sep 1952.

★ WICKSON, Lawrence, HN, USN, serving with a Marine Infantry Company on night of 6 Jul 1952.

★ WILDER, James O., HN, USN, serving with a Marine Infantry Company on night of 10 Sep 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ BROWN, Sheldon W., CAPT, USN, Director of Ships Installations Division of the Bureau of Aeronautics from 3 Jul 1950 to 2 Jul 1953.

★ COOPER, Joshua W., CAPT, USN, CO of USS *Iowa* (BB 61) and Commander of Task Elements of Fast Carrier Task Force 77 from 29 Jul to 13 Oct 1952. Combat "V" authorized.

★ DEAN, William A., Jr., CDR, USN, serving on the staff of Commander Task Force 77 from 19 Mar to 4 Sep 1952.

★ DOWNING, Arthur L., CDR, USN, Commander Carrier Air Group Two on 23 Jun 1952. Combat "V" authorized.

★ EGGEN, Arnold W., LCDR, USN, legal officer in a Marine Division from 6 Mar to 20 Aug 1952.

★ FRASER, George K., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three, who had assumed title of Commander Task Force 77 from 19 Mar to 4 Sep 1952.

★ GOODMAN, Daniel C., CAPT, USN, on the staff of Commander Seventh

Fleet from 25 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

★ HARRIS, Bill J., CDR, DC, USN, serving with the First Marine Division from 28 Nov 1951 to 1 Aug 1952. Combat "V" authorized.

★ JACKSON, Vernard R., CDR, DC, USN, serving with the First Marine Division from 25 Jan to 1 Nov 1952. Combat "V" authorized.

★ LAWRENCE, Richard, Jr., CDR, MC, USN, serving with a Marine Division from 20 Sep 1951 to 20 Aug 1952. Combat "V" authorized.

★ LEE, Cameron W., LCDR, USNR, officer-in-charge of a Construction Battalion Maintenance Unit from 13 Oct 1951 to 17 Oct 1952. Combat "V" authorized.

★ MELGAARD, John L., CAPT, USN, Commander Destroyer Squadron Five from 11 Jan to 23 Jul 1952, and Commander East Coast Blockade and Escort Group from 16 Feb to 6 Mar 1952. Combat "V" authorized.

★ OGLE, William S., LT, MC, USNR, serving in a Marine Medical Battalion from 9 May to 31 Oct 1952. Combat "V" authorized.

★ SLATTERY, Edward A., CDR, ChC, USN, serving with a Marine Division from 17 Apr to 26 Dec 1952. Combat "V" authorized.

★ SULLIVAN, Dennis J., CAPT, USN, CO of USS *Boxer* (CVA 21) from 14 Mar to 1 Aug 1952. Combat "V" authorized.

★ VERRAN, Merryn W., CDR, USNR, Commander Fleet Activities, Inchon, Korea, from 23 Jun 1951 to 22 Jun 1952.

★ WILSON, Francis E., CAPT, USN, Chief of Staff to Commander Service Squadron Three from 19 Oct 1951 to 4 Nov 1952.

Gold star in lieu of second award:

★ TRUS, Jack C. CAPT, USN, on the staff of Commander Seventh Fleet from 9 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

Gold star in lieu of third award:

★ MARKHAM, Lewis M., Jr., CAPT, USN, Commander Destroyer Squadron 11 from 3 Oct 1951 to 13 May 1952; Commander Task Group 77.2 from 3 Oct to 29 Nov 1951; Commander East Coast Blockade and Patrol Group from 18 Mar to 16 Apr 1952. Combat "V" authorized.

★ RODEE, Walter F., CAPT, USN, CO of USS *Essex* (CVA 9) from 12 Jan to 10 Mar 1952 and from 28 Jul to 2 Sep 1952. Combat "V" authorized.

Gold star in lieu of fourth award:

★ HERING, Eugene R., Jr., CAPT, MC,



USN, serving with a Marine Division from 3 Nov 1950 to 25 Jan 1951. Combat "V" authorized.

#### Gold star in lieu of fifth award:

★ SMEDBERG, William R., III, CAPT, USN, CO of *uss Iowa* (BB 61) and Commander of numerous Task Elements of Fast Carrier Task Force 77 from 31 Mar to 29 Jul 1952. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

#### Gold star in lieu of third award:

★ ETTINGER, Raymond L., LCDR, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HOLM, Stanley R., LCDR, USN, serving in Carrier Air Group 102 on 3 Sept 1951.

★ WATTS, Donald L., Jr., LCDR, USNR, attached to Fighter Squadron 874 on 9 Oct. 1951.

★ WEIZER, Daniel, LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ WILSON, Virgil C., ADC., USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ COUTTS, Victor C., DC3, USN, serving in *uss Ruchamkin* (APD 89) on 14 Nov 1952.

★ McKEE, Philip P., RM3, USN, serving in *uss Boyd* (DD 544) on 7 Oct 1952.

★ REAUME, Robert W., HN, USN, rescuing a man from a crashed helicopter in Korea on 10 Jan 1953.

★ SAMPSON, Robert E., ENFN, USN, serving in *uss LCU 980* on 16 Feb 1953.

★ SHEEHAN, Robert P., MMC, USN, serving in *uss Ruchamkin* (APD 89) on 14 Nov 1952.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ AGNEW, Robert F., AN, USN, serving in *uss Boxer* (CVA 21) on 6 Aug. 1952.

★ BAKER, George T. CDR, USN, CO of *uss Gunston Hall* (LSD 5) from 13

Sep to 28 Oct 1951. Combat "V" authorized.

★ BAKER, Hobart R., AO1, USN, serving in *uss Boxer* (CVA 21) on 6 Aug 1952.

★ BAKESTRAW, Robert S., HM3, USN, attached to a Marine Infantry Company on 5 Sep 1952. Combat "V" authorized.

★ BELLIS, Charles A., CDR, USN, CO of *uss Kidd* (DD 661) from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ BENGSTON, Robert C., CDR, USN, serving in *uss Boxer* (CVA 21) from 26 Jan to 4 Sep 1952.

★ BENNETT, Floyd W. HN, USN, serving with a Marine Infantry Company on 18 Aug 1952. Combat "V" authorized.

★ BILL, Robert G., CDR, USN, serving on the staff of Commander Seventh Fleet from 25 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

★ BODISCH, John J., GMC, USN, serving in *uss Boxer* (CVA 21) on 6 Aug 1952.

★ BOYD, David S., ENS, USN, attached to *uss Zellars* (DD 777) from 24 Jan 1950 to 30 Mar 1951. Combat "V" authorized.

★ BRAJEVICH, William, HM3, USN, serving with a Marine Infantry Battalion on 24 Apr 1952. Combat "V" authorized.

★ BRANDT, Richard C., HM3, USN, serving with a Marine Infantry Company on 16 Jun 1952. Combat "V" authorized.

★ BRINCKLOE, William D., CDR, USN, serving in *uss Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ CHESLEY, Claire V., Jr., TMC, USN, serving in *uss Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ CLEAVES, Richard D., LT, CHC, USN, serving with a Marine Aircraft Group from 23 May 1951 to 1 Feb 1952. Combat "V" authorized.

★ CURTIS, Theodore E., LT, USN, serving in *uss Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ DARE, James A., CDR, USN, CO of *uss Douglas H. Fox* (DD 779) and Commander Hungnam Bombardment and Patrol Element from 27 Feb to 24 Jun 1952. Combat "V" authorized.

★ DEAN, William A., Jr., CDR, USN, serving in *uss Boxer* (CVA 21) from 6 Nov 1950 to 1 Feb 1952.

★ DELANEY, James A., HN, USNR, serving with a Marine Engineer Battalion on 6 Jul 1952. Combat "V" authorized.

★ DODSON, Joseph A., Jr., CDR, USN, CO of *uss Cony* (DDE 508) and Commander of a Task Element of Destroyers and Minicraft from 15 Jun to 1 Nov 1951. Combat "V" authorized.

★ EDGERTON, John H., HM3, USN, serving with a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ HOEY, James R., HN, USN, serving with a Marine Infantry Company on 13 Aug 1952. Combat "V" authorized.

★ HUBBARD, Billy C., HN, USN, serving with a Marine Infantry Company on 12 Apr 1952. Combat "V" authorized.

★ HUFF, John F., HM3, USN, serving with a Marine Infantry Company from 25 Mar to 5 May 1952. Combat "V" authorized.

★ JOHNSTON, Milton G., HN, USN, serving with a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ JONES, James F., HM3, USN, serving with a Marine Infantry Company on 6 Apr 1952. Combat "V" authorized.

★ JOUBERT, George L., HM2, USNR, serving with a Marine Infantry Company from 15 Apr to 12 Sep 1952. Combat "V" authorized.

★ JOYNER, Alvin L., HM3, USN, serving with a Marine Infantry Company on 30 Aug 1952. Combat "V" authorized.

★ KATZ, Lawrence S., HN, USN, serving with a Marine Infantry Company on 9 May 1952. Combat "V" authorized.

★ KENT, Donald, LTJG., MC, USNR, serving with a Marine Infantry Battalion from 31 Aug to 12 Sep 1951. Combat "V" authorized.

★ LANGFORD, Milford T., HM3, USN, serving with a Marine Infantry Company on 20 Sep 1951. Combat "V" authorized.

★ LEFFIN, William J., HN, USN, serving with a Marine Infantry Company on 13 Jun 1952. Combat "V" authorized.

★ LYNCH, Edward M., LCDR, ChC, USN, attached to a Marine Aircraft Group from 9 Apr to 15 Aug 1952. Combat "V" authorized.

★ LYNCH, Thomas P., HN, USN, serving with a Marine Infantry Company on 28 May 1952. Combat "V" authorized.

★ LYKINS, Robert W., LT, MC, USN, serving with a Marine Medical Company from 25 Dec 1950 to 1 Jul 1951. Combat "V" authorized.

★ MARQUADT, Richard C., LCDR, USN, serving in *uss Wallace L. Lind* (DD 703) from 12 Oct 1950 to 15 Apr 1951. Combat "V" authorized.

★ MITTAG, Charles F., HM2, USN, serving with a Marine Infantry Company from 17 to 20 Sep 1951. Combat "V" authorized.

★ NASH, Thomas A., Jr., HM3, USN, serving with a Marine Infantry Company from 6 to 17 Aug 1952. Combat "V" authorized.

★ PALMER, William O., HM3, USN, serving with a Marine Infantry Company on 5 Sep 1952. Combat "V" authorized.

★ PEETERS, Richard T., LT, ChC, USNR, serving with a Marine Infantry Battalion from 11 to 13 Sep 1951. Combat "V" authorized.

★ PENNELL, John C., HM3, USNR, attached to a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.

★ PETERS, Joseph J., HM1, USN, serving with a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.

★ QUINN, James J., HA, USN, serving with a Marine Infantry Company on 6 Oct 1951. Combat "V" authorized.



# BOOKS:

## NOVEMBER READING LIST OFFERS VOLUMES OF FACT AND FICTION

**S**AILORS will find many good new books on the shelves of their ship and station libraries this fall. Reviews of some of the latest volumes, selected by the BuPers library staff, follow:

• *Knight's Modern Seamanship*, revised by Commodore Ralph S. Wentworth, USN, (ret.), and Commander John V. Neal, Jr., USN; Van Nostrand.

The twelfth edition of one of the most famous books on seamanship is now off the presses. This edition has been completely redesigned, revised and reset in larger format. Many of the photos and all of the line drawings are new.

Important basic knowledge of the sea and the ships which sail the seas is included in *Knight's*. New material on waves and surf and on ice seamanship is presented for the first time. Chapters on ships and boats and their equipment have been completely rewritten and much obsolete material has been discarded.

New data—in light of recent war experience—includes information on landing ships and landing craft, refueling at sea, and replenishment at sea. Special sections on weather, mechanical appliances aboard ship, and Rules of the Nautical Road have been brought up to date.

For more than 50 years, *Knight's* has been a by-word for sea-faring men. The present volume should prove even more valuable. It's a "must" for the library shelf and recommended for any salty son of the sea.

★ ★ ★

• *From Down Under to Nippon*, by General Walter Krueger, USA (ret.); Combat Forces Press.

One of the latest chronicles of World War II events has been written by the commander of the Sixth Army. This is not a collection of memoirs, however. Rather it is an account of Sixth Army's activities in the Pacific during the war—from its activation through the "return to the Philippines," victory, the occupation of Japan and, ultimately, inactivation.

This is a well-documented work, based on Krueger's official reports and those of subordinate units as well as the general's personal notes and recollections. To use the author's

own words, it is an "unadorned narrative . . . of much bitter fighting, hardships, shortcomings. . . ."

While primarily an account of Sixth Army's operations, General Krueger's book does not overlook the part played by the Navy. He points out, for example, how the Sixth Army would have been isolated on Leyte if the Japanese plan had succeeded, in October 1944.

This is another worthwhile volume, to be added to the growing list of World War II literature.

★ ★ ★

• *The Last Race*, by Jon Manchip White; M. S. Mill Company.

Here's another novel which treats of automobile racing. It concerns itself, chiefly, with the fate of Peter Wellington, number two man on the famed Corsi team.

One of Europe's top racing drivers, Wellington returns to the track after commanding a fighter squadron throughout World War II. But his luck has been bad. During the past two years the best he could do was to win a few third place awards. Is he through as a driver, has he lost his nerve?

Number three driver, a young Swiss named Arno Kleist, thinks so. He wants Wellington's billet on the team. And Wellington's young wife is trying to persuade her husband to give up racing.

The novel begins on the eve of the race for the Grand Prix de Suisse. Journalists—some wise, some foolish—have converged on Zurich. Racing fans crowd the city in anticipation of the great event.



"I wonder if he uses AC or DC."

Rain mars the day of the race. But Wellington thrives on wet tracks. Then, in mid-race, he learns one of his best friends, Dallapiccola, number one driver, has been mortally injured in a crash.

To tell more of the story here would be giving too many clues as to the outcome. You'll have to read the book to learn how it all turns out.

In addition to keeping you interested in the basic plot of his novel, White manages to take time out now and then to detail the thinking of his characters—to show, in a sense, what makes racing drivers tick.

★ ★ ★

• *A Stillness at Appomattox*, by Bruce Catton; Doubleday and Company.

Here's an interesting volume on the Civil War period, dealing primarily with General Grant's efforts to defeat General Lee.

It is a story of military and political maneuvering, of armies often poorly trained, ill-supplied. It is a story of defeats and victories, of bloodshed and "butchery," of valor and cowardice.

Filled with excerpts from official reports and dispatches, of accounts in the diaries and letters of privates and generals, this book—written by a specialist in the field—is an engrossing narrative.

You'll read about the enigmatic Grant, sitting on a stump, whittling a twig, smoking cigars incessantly—all the while master-minding his armies. When urged to move to a place of safety, on one occasion, lest the spot be captured, Grant suggested, instead, that artillery be drawn up to insure that the spot would be held.

It will be difficult for you to forget the spectacle of General Sheridan, rallying his troops at Shenandoah Valley—a "black-headed man on a great black horse, riding at furious speed . . . waving his arm and swinging his absurd flat little hat and shouting continually the order to turn around and get back into the fighting." Sheridan swore his men would be back in their own camps that night, turning defeat into victory. And they were.

Whether your interests run to historical accounts of wars or to just good, old "fightin' yarns," you'll like this book.





## PADDLEWHEEL NAVY

### Mississippi River—1861-1862

How the specially constructed Federal ironclads joined forces with the Union armies ashore to overpower one Southern strongpoint after another, eventually sweeping away all opposition from the banks of the great river highway.

As the North saw it, the Mississippi River stretched like a giant highway into the heartland of the Confederacy. Starting from Cairo, Illinois, at the juncture of the Ohio and Mississippi rivers, Northern ironclads teamed up with Union forces ashore to subdue one Southern strongpoint after another along this nautical thoroughfare.

Two years after the beginning of the war, as the result of the steady march of the Union armies and their naval arm, the North had gained control of the entire length of the Mississippi and had effectively split the Confederacy.

The ships that fought the river fights were a special breed. Built for the purpose, they were boxlike, 175 feet in length, 50 feet in beam and drew but six feet of water (an advantage in the sometimes shallow waters). Each vessel carried 13 heavy guns and was protected with an iron casemate which sloped up from the deck at a 35 degree angle. For propulsion, each had a single large paddle wheel just forward of the stern on the starboard side. Top speed was nine knots.

In 1861, the land-sea campaign began. The first success was scored against Fort Royal at Belmont, Missouri, which fell to the Union forces in November.

Next, Union generals threw a glance at Columbus, Ohio, but decided the forces arrayed against them there

were too strong at the moment. Instead, the attack shifted to Fort Henry on the Tennessee River, and in February 1862, after a blazing battle which lasted an hour and 15 minutes, four ironclads and three wooden gunboats forced the surrender of the fort.

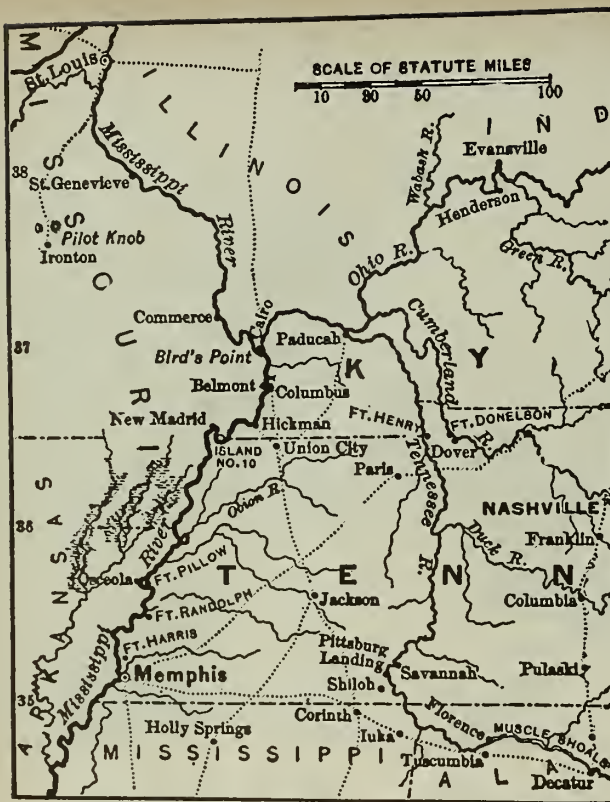
With this success, the stage was now set for what turned out to be the toughest test for the river armada—Fort Donelson on the Cumberland.

Situated high on a bluff, the fort had two batteries facing the river, one of nine guns, the other of three. The Northern army commander, General Ulysses S. Grant, and the top navy commander, Flag Officer Andrew H. Foote, USN (the grade of rear admiral had not yet been established) decided to move without delay on Donelson and attempt to hit it before the Confederates had time to consolidate.

So, only a week after the battle at Fort Henry, the attack began on Fort Donelson. Here is an eyewitness account of the bruising bombardment between the shore-based guns and the gallant ironclads, as set down soon after the attack by the commanding officer of one of the ships, Commander Henry Walke, USN, of Carondelet.

From the article "Operations of the Western Flotilla" as published in The Century Illustrated Monthly Magazine, January 1885, by Commander Henry Walke, USN.





MAP shows region of Flag Officer Foote's operations, where one enemy strongpoint after another was taken.

AT 11:30 on the night of the 13th [of February, 1862], Flag Officer Foote arrived below Fort Donelson with the iron-clads *St. Louis*, *Louisville*, and *Pittsburgh*, and the wooden gun-boats *Taylor* and *Conestoga*.

On the 14th all the hard materials in the vessels, such as chains, lumber, and bags of coal, were laid on the upper decks to protect them from the plunging shots of the enemy.

At 3 o'clock in the afternoon our fleet advanced to attack the fort, the *Louisville* being on the west side of the river, the *St. Louis* (flag-steamer) next, then the *Pittsburgh* and the *Carondelet* on the east side of the

river. The wooden gun-boats were about a thousand yards in the rear. When we started in line abreast, at a moderate speed, the *Louisville* and *Pittsburgh*, not keeping up to their positions, were hailed from the flag-steamer to "steam up."

At 3:30, when about a mile and a half from the fort, two shots were fired at us, both falling short. When within a mile of the fort the *St. Louis* opened fire, and the other iron-clads followed, slowly and deliberately at first, but more rapidly as the fleet advanced. The Flag Officer [Foote] hailed the *Carondelet*, and ordered us not to fire so fast. Some of our shells went over the fort, and almost into our camp [the Union army's] beyond.

As we drew nearer, the enemy's fire greatly increased in force and effect. But, the officers and crew of the *Carondelet* having recently been long under fire, and having become practiced in fighting, her gunners were as cool and composed as old veterans. We heard the deafening crack of the bursting shells, the crash of the solid shot, and the whizzing of fragments of shell and wood as they sped through the vessel.

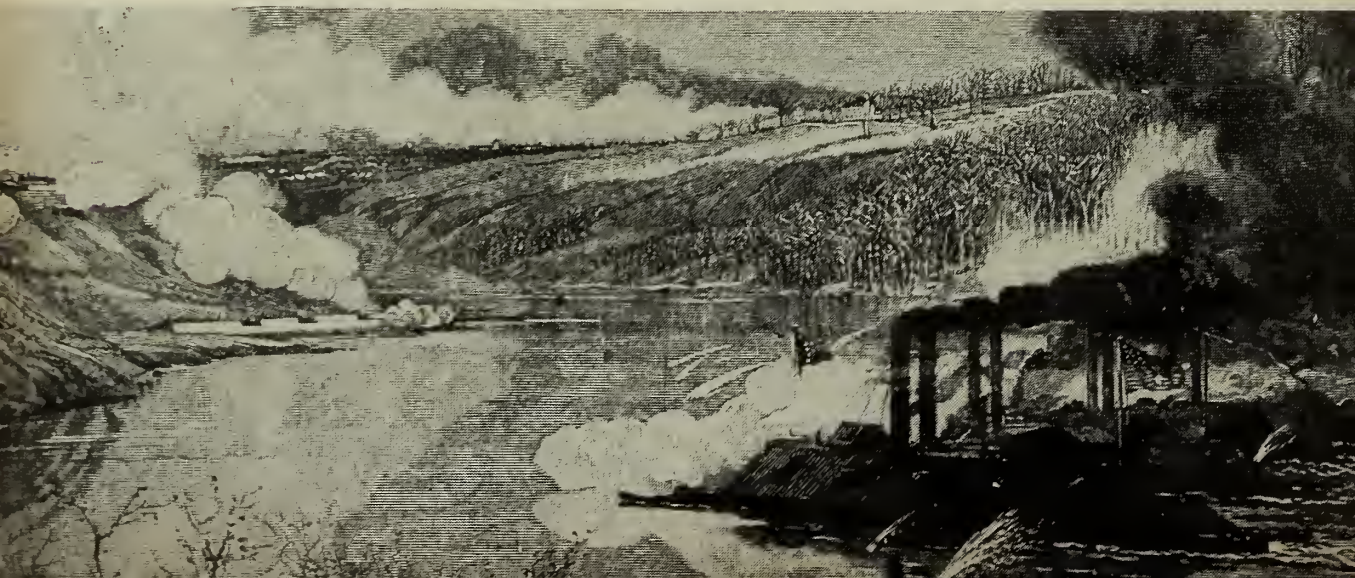
Soon a 128-pounder struck our anchor, smashed it into flying bolts, and bounded over the vessel, taking away a part of our smokestack; then another cut away the iron boat davits as if they were pipe-stems, whereupon the boat dropped into the water. Another ripped up the iron plating and glanced over; another went through the plating and lodged in the heavy casemate; another struck the pilot house, knocked the plating to pieces, and sent fragments of iron and splinters into the pilots, one of whom fell mortally wounded, and was taken below.

Our men fought desperately, but, under the excitement of the occasion, loaded too hastily, and the port rifled gun exploded. One of the crew, in his account of the explosion soon after it occurred, said:

"I was serving the gun with shell. When it exploded it knocked all of us down, killing none, but wounding over a dozen men, and spreading confusion among us. For about two minutes I was stunned, and at least five minutes elapsed before I could tell what was the matter.

"When I found out that I was more scared than hurt, although suffering from the gunpowder which I had inhaled, I looked forward and saw our gun lying on the deck, split in three pieces.

UNION gunboats, under Flag Officer Andrew H. Foote, USN, begin attack on Fort Donelson on the Cumberland.





"Then the cry ran through the boat that we were on fire, and my duty as pump-man called me to the pumps. While I was there, two shots entered our bowports and killed four men and wounded several others. They were borne past me, three with their heads off. The sight almost sickened me, and I turned my head away.

"Our master's mate came soon after and ordered us to our quarters at the gun. I told him the gun had burst, and that we had caught fire on the upper deck from the enemy's shell.

"He then said: 'Never mind the fire; go to your quarters.'

"Then I took a station at the starboard tackle of another rifled bow-gun and remained there until the close of the fight." The carpenter and his men extinguished the flames.

When within four hundred yards of the fort, and while the Confederates were running from their lower battery, our pilot-house was struck again and another pilot wounded, our wheel was broken, and shells from the rear boats were bursting over us. All four of our boats were shot away and dragging in the water.

On looking out to bring our broadside guns to bear, we saw that the other gun-boats were rapidly falling back out of line. The *Pittsburgh* in her haste to turn struck the stern of the *Carondelet*, and broke our starboard rudder, so that we were obliged to go ahead to clear the *Pittsburgh* and the point of rocks below.

The pilot of the *St. Louis* was killed and the pilot of the *Louisville* was wounded. Both vessels had their wheel-ropes shot away, and the men were prevented from steering the *Louisville* with the tiller-ropes at the stern by the shells from the rear boats bursting over them.

The *St. Louis* and *Louisville*, becoming unmanageable, were compelled to drop out of battle, and the *Pittsburgh* followed; all had suffered severely from the enemy's fire.

Flag Officer Foote was wounded while standing by the pilot of the *St. Louis* when he was killed. We were then about 350 yards from the fort.

There was no alternative for the *Carondelet* in that narrow stream but to keep her head to the enemy and fire into the fort with her two bow-guns, to prevent it, if possible, from returning her fire effectively. The enemy saw that she was in a manner left to his mercy, and concentrated the fire of all his batteries upon her.

In return the *Carondelet's* guns were well served to the last shot. Our new acting gunner, John Hall, was just the man for the occasion. He came forward, offered his services, and with my sanction took charge of the starboard-bow rifled gun.

He instructed the men to obey his warnings and follow his motions, and he told them that when he saw a shot coming he would call out "Down" and stoop behind the breech of the gun as he did so; at the same instant the men were to stand away from the bow-ports.

Nearly every shot from the fort struck the bows of the *Carondelet*. Most of them were fired on the ricochet level, and could be plainly seen skipping on the water before they struck. The enemy's object was to sink the gun-boat by striking her just below the water-line. They soon succeeded in planting two thirty-two-pounds shots in her bow, between wind and water, which made her leak badly, but her compartments kept her from sinking until we could plug up the shot-holes.

Three shots struck the starboard casemating; four

struck the port casemating forward of the rifle-gun; one struck on the starboard side, between the water-line and plank-sheer, cutting through the planking; six shots struck the pilot-house, shattering one section into pieces and cutting through the iron casing. The smoke-stacks were riddled.

Our gunners kept up a constant firing while we were falling back; and the warning words, "Look out!" and "Down!" were often heard, and heeded, by nearly all the gun-crews.

On one occasion, while the men were at the muzzle of the middle bow-gun, loading it, the warning came just in time for them to jump inside as a thirty-two-pounder struck the lower sill, and glancing up, struck the upper sill, then, falling on the inner edge of the lower sill, bounded on deck and spun around like a top, but hurt no one.

It was very evident that if the men who were loading had not obeyed the order to drop, several of them would have been killed. So I repeated the instructions and warned the men at the guns and the crew generally to bow or stand off from the ports when a shot was seen coming.

But some of the young men, from a spirit of bravado or from a belief in the doctrine of fatalism, disregarded the instructions, saying it was useless to attempt to dodge a cannonball, and they would trust to luck.

The warning words, "Look out! Down!" were again soon heard; down went the gunner and his men, as the whizzing shot glanced on the gun, taking off the gunner's cap and the heads of two of the young men who trusted to luck, and in defiance of the order were standing up or passing behind him. This shot killed another man also, who was at the last gun of the starboard side, and disabled the gun.

We kept firing at the enemy so long as he was within range, to prevent him, if possible, from seeing us through the smoke. The *Carondelet* was the first in and the last out of the fight at Fort Donelson, and was more damaged than any of the other gun-boats.

*Although Foote's iron-clad armada had been turned back for the first time by the heavy firepower of Fort Donelson, it had given a good account of itself against*



BETWEEN DECKS—Scene shows Union sailors serving the guns. Note track on which gun can change position.





**CARONDELET**, steaming under cover of darkness, is shown running past Confederate batteries at Island No. 10.

heavy odds and had proved the tenacity and fighting qualities of the fleet that were to stand it in such good stead later.

General Grant and his army ashore attacked the Confederates the next day and forced them to retreat back from the open countryside into the fortifications. Early the following day, Fort Donelson surrendered.

Now, with one more strongpoint out of the way, the Union forces moved on to another heavily fortified location. Island Number Ten, so called because it was the tenth in a string of small islands on the Mississippi south of Cairo.

The ironclads began a continuous bombardment of the fortifications that lasted throughout March 1862. The Union land forces, in the meantime, had marched around the strongpoint and taken up positions to the south near New Madrid. The catch was that although the army was ready to launch an attack from that point, the generals were loath to do so without support from the Navy on the river. This they did not have since the ironclads were pinned down to the north by the guns at Number Ten.

It was against this background that Flag Officer Foote called a conference of commanding officers. The result of that conference and the daring escapade of the ironclad Carondelet are narrated in the account written by the skipper himself, Commander Walke.

The Flag Officer now called a formal council of war of all his commanding officers. It was held on board the flag-steamer on the 29th of March and all except myself concurred in the opinion that to attempt to pass the batteries [on Island Number 10] would result in almost certain destruction of the boat [that tried it].

I did not think so, however, but believed with General Pope that under cover of darkness and other favorable circumstances, a gun-boat might be run past the enemy's batteries, formidable as they were with nearly 50 guns.

Although fully aware of the hazardous nature of the enterprise, I knew that the aid of a gun-boat was absolutely necessary to enable General Pope to succeed in his operations against the enemy, and thought the importance of this success justified the risk of running the

gauntlet of the batteries on Island Number Ten and the adjacent shores.

The army officers were becoming impatient, and it was well known that the Confederates had a number of small gun-boats below, and were engaged in building several large and powerful vessels, of which the renowned *Arkansas* was one. There was good reason to apprehend that these gun-boats would ascend the river and pass or silence Pope's batteries, and relieve the Confederate forces on Island Number Ten and the eastern shore of the Mississippi.

When asked if I was willing to make the attempt with the *Carondelet*, I replied in the affirmative. Foote accepted my advice, and expressed himself as greatly relieved from a heavy responsibility, as he had determined to send none but volunteers on an expedition he regarded as perilous and of very doubtful success.

Having received written orders from the flag officer, I at once began to prepare the *Carondelet* for the ordeal. All the loose material at hand was collected, and on the 4th of April the decks were covered with it, to protect them against shot. Hawasers and chain cables were placed around the pilot-house and other vulnerable parts of the vessel, and every precaution was adopted to prevent disaster.

A coal-barge laden with hay and coal was lashed to the part of the port side on which there was no iron plating to protect the magazine. It was truly said that the old *Carondelet* at that time resembled a farmer's wagon prepared for market. The engineers led the escape-steam through the pipes aft into the wheel-house to avoid the puffing sound it made when blown through the smoke-stacks.

All the necessary preparations having been made, I informed the Flag Officer of my intention to run the gauntlet that night, and received his approval. Colonel Buford, who commanded the land forces temporarily with the flotilla, assisted me in preparing for the trip, and on the night of the 4th brought on board Captain Hollenstein, of the Forty-second Illinois, and twenty-three sharpshooters of his command, who volunteered their services, which were gratefully accepted.

I informed the officers and crew of the character of our undertaking, and all expressed a readiness to make the venture. In order to resist boarding parties in case we should be disabled, the sailors were well armed, and pistols, cutlasses, muskets, boarding-pikes, and hand-grenades were within reach.

Hose was attached to the boilers for throwing scalding water over any who might attempt to board. If it should be found impossible to save the vessel, it was designed to sink rather than burn her, as the loss of life would probably be greater in the latter case by the explosion of her magazine.

During the afternoon there was promise of a clear, moonlight night, and it was determined to wait until the moon was down, and then to make the attempt, whatever the chances. Having gone so far, we would not abandon the project without a bad effect on the men, equal almost to failure.

At ten o'clock the moon had gone down, and the sky, the earth, and the river were alike hidden in the black shadow of a thunder-storm, which had now spread itself over all the heavens. As the time seemed favorable, I ordered the first master to cast off.



Dark clouds now rose rapidly over us, and enveloped us in almost total darkness, except when the sky was lighted up by the welcome flashes of vivid lightning to show us the perilous way we were to take. Now and then the dim outline of the landscape could be seen, and the forest bending under the roaring storm that came rushing up the river.

With our bow pointing to the island, we passed the lowest point of land without being observed, it appears, by the enemy. All speed was given to the vessel to drive her through the tempest. The flashes of lightning continued with frightful brilliancy, and almost every second every brace, post, and outline could be seen with startling distinctness, enshrouded by a bluish white glare of light, and then her form for the next minute would become merged in the intense darkness.

When opposite Battery No. 2, on the mainland, [Battery No. 1 had been eliminated by a daring exploit the night of 1 April when a colonel and 40 men had staged a raid, killing the Confederate battery and spiking all guns] the smoke-stacks blazed up, but the fire was soon subdued. It was caused by the soot becoming dry, as the escape steam, which usually kept the stacks wet, had been sent into the wheel-house, as already mentioned, to prevent noise. With such vivid lightning as prevailed during the whole passage, there was no prospect of escaping the vigilance of the enemy, but there was good reason to hope that he would be unable to point his guns accurately.

Again the smoke-stacks took fire, and were soon put out; and then the roar of the enemy's guns began, and from Batteries Nos. 2, 3, and 4 came almost incessantly the sharp crack and screaming sound of their rifle-shells, which seemed to unite with the electric batteries of the clouds to annihilate us.

While nearing the island or some shoal point, during a few minutes of total darkness, we were startled by the loud, sharp order, "Hard a-port!" from our brave and skillful pilot, First Master Hoel. We almost grazed the island, and it appears, were not observed through the storm until we were close in, and the enemy, having no time to point his guns, fired at random. In fact, we ran so near that the enemy did not, probably could not, depress his guns sufficiently.

While close under the lee of the island and during a lull in the storm and in the firing, one of our pilots heard a Confederate officer shout, "Elevate your guns!"

"Yes, confound you," said the pilot, in a much lower key, "Elevate."

It is probable that the muzzles of those guns had been depressed to keep the rain out of them, and the officers, not expecting another night attack in such a storm, and arriving late, ordered the guns elevated just in time to save us from the direct fire of the enemy's heaviest fort; and this, no doubt, was the cause of our remarkable escape. Nearly all the enemy's shot went over us.

Having passed the principal batteries, we were greatly relieved from suspense. But there was another formidable obstacle in the way—a floating battery, which was the great "war elephant" of the Confederates, built to blockade the Mississippi permanently.

As we passed her she fired six or eight shots at us, but without effect. One ball struck the coal-barge and one was found later in a bale of hay; we found also one or two musket-bullets. We arrived at New Madrid about



**GUNBOATS** Taylor and Lexington are engaging Confederate batteries of Columbus, Ky., during Battle of Belmont.

midnight with no one hurt, and were most joyfully received by our army. At the suggestion of Paymaster Nixon, all hands "spliced the main brace."

*This passage of Carondelet, according to the naval authority Admiral A. T. Mahan, USN, was "one of the most daring and dramatic events of the war and almost was the death blow to the Confederate defense of this position."*

Events now followed in rapid succession. The Confederates, convinced they could not hold Island Number Ten, withdrew the major portion of their forces. The remainder surrendered to Flag Officer Foote on 7 April.

Union forces swept southward, capturing another strongpoint at Fort Pillow and steaming on to Memphis where, in a one-sided engagement, Union gunners sank four Confederate vessels and caused four more to flee. In a follow-up battle, one of these four was sunk and two others were captured.

It was the beginning of the end of Southern control of the lower Mississippi. Farragut had already captured New Orleans and now brought his fleet up to Vicksburg where he joined forces with the ironclad armada.

The great Mississippi had become a Federal right-of-way and was to remain in Union hands throughout the rest of the war.

**MORTAR BOATS** at Island No. 10 were last big obstacles that Carondelet passed unharmed on way to New Madrid.



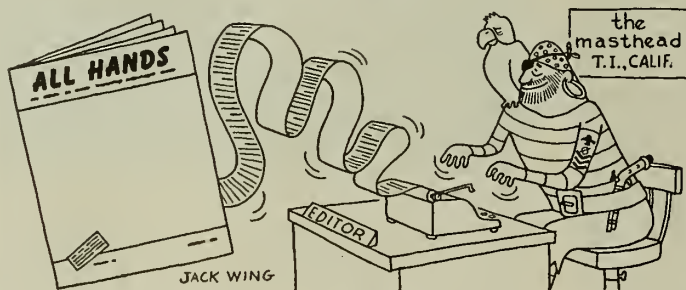


# TAFFRAIL TALK

**E**ACH month, ALL HANDS gets a mailbag full of voluntary contributions of news items forwarded to the magazine. Many concern odd facts or items of interest that have caught the eye of one of our readers, who in turn sends along the item to us for possible use.

Some items—the newsworthy ones—get into print for the next issue. Others go into our background file, to be used later.

Some contributors have been doing this sort of thing for years



and we have come to look for their contributions regularly. For example, Journalist First Class Felix Grosso, currently the editor of the Treasure Island, Calif., station paper, "The Masthead," has been sending items along steadily for some time.

★ ★ ★

Then there comes the interesting international fact, sent into us by a reader-contributor, that when the escort carrier *uss Belleau Wood* (CVL 24) was turned over to the French under the terms of the Mutual Defense Assistance Program, the French Navy, which will use the carrier to good purpose against the Communists in Indo-China, decided to retain the ship's name—but in French. Accordingly, on her stern she now sports her new moniker, "*Bois Belleau*."

★ ★ ★

Other "tips" concern various ships of the Fleet.

A story picked up from the pages of "The Polar Periscope" of the icebreaker *uss Staten Island* (AGB 5) tells how crewmen line the rails to take pictures and look at the polar bears—and how the polar bears look right back!

It seems that on last summer's trip to the ice lands to the North, a couple of the big white fellows came clumping right up to the side of the ship and "looked up the hawse pipe."

"If one of the bears had had a camera," the story goes, "he could have taken a pretty funny shot himself."

Usually the crunch of the ship as it breaks through the ice and continues on its way is enough to cause the bears to slide back into the water again—to wait around for more of those funny people to come by.

Another icebreaker story also takes a humorous turn. A newspaper clipping, sent in on *uss Edisto* (AGB 2), reads thus: "Although heavy ice floes had damaged the ship's screws, crushed her forward hull frames and ruptured a 7000-gallon aviation gasoline tank, *Edisto* was none the worse for wear!"

How's that again?

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. D. C.: 20 cents per copy; subscription price Government Printing Office, Washington 25, \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**Distribution:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: GETTING THE BIRD—Navy men all over the world are looking forward to Thanksgiving Day feast with traditional turkey and all of the trimmings.







# ***PLAIN TALK***



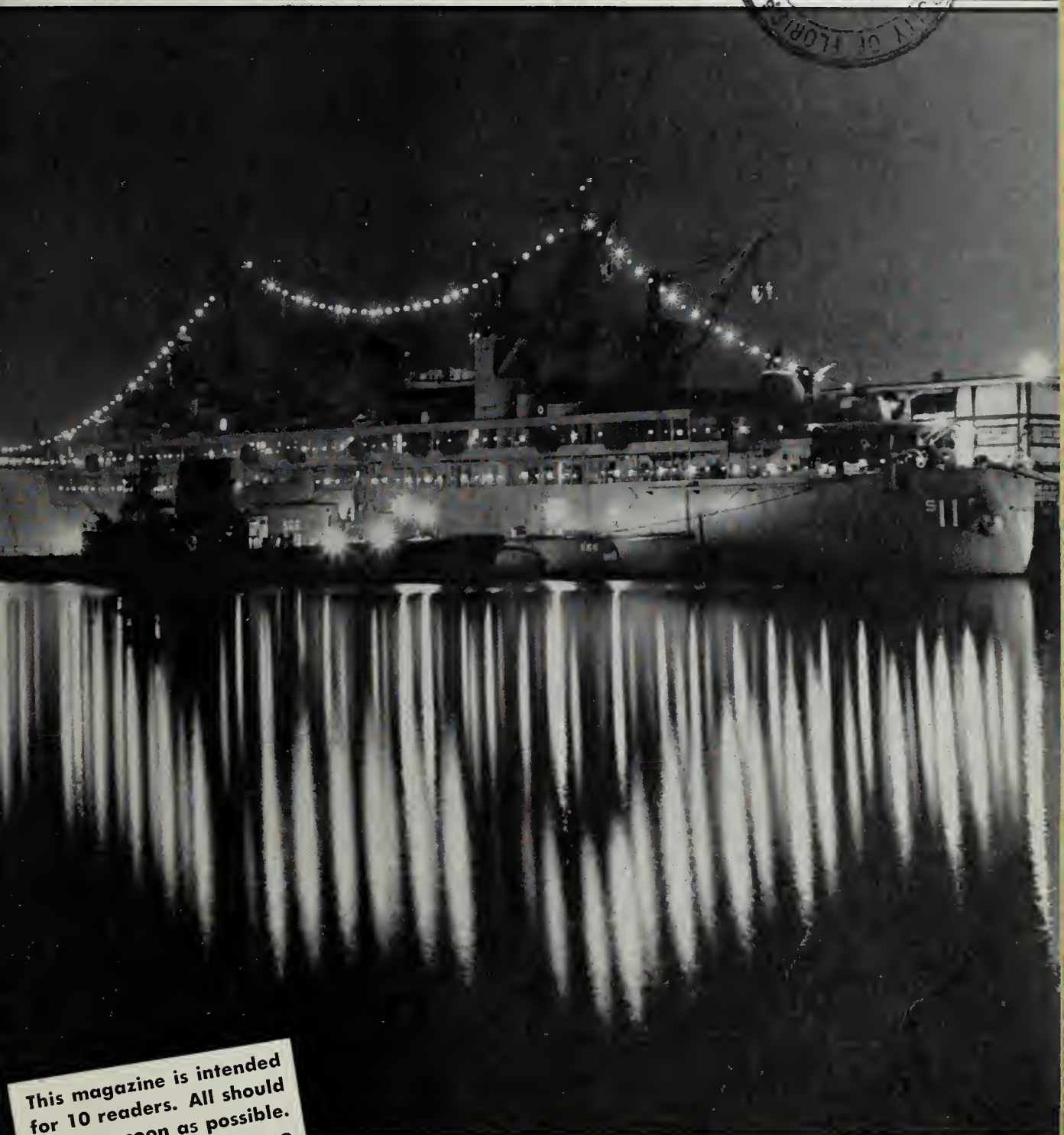
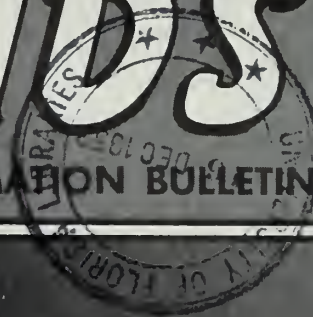
## **OPEN A NAVY SAVINGS ACCOUNT**

**make your money work for you  
at 4 per cent interest . . . . .**

**SEE YOUR DISBURSING OFFICER**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



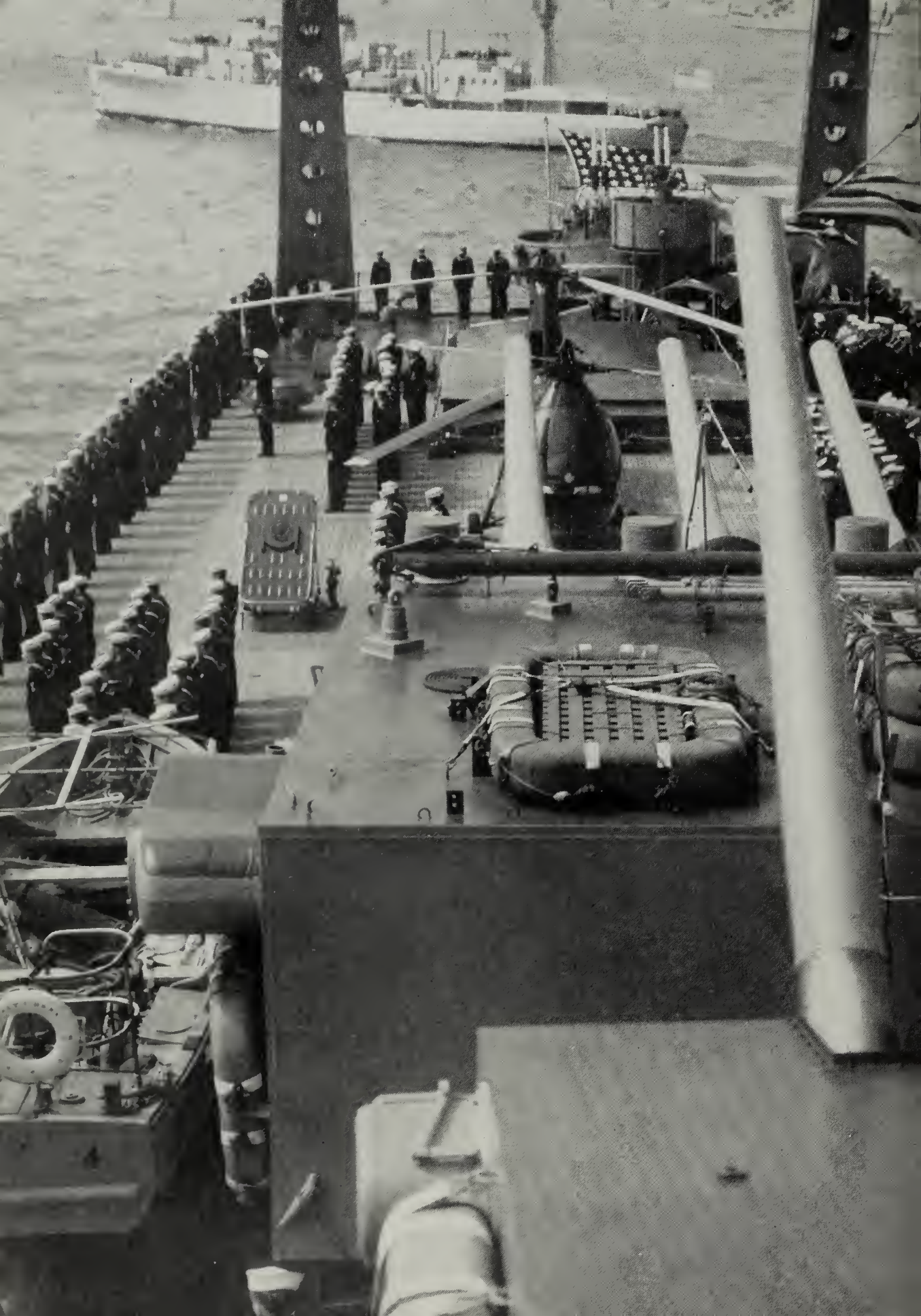
This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPER-0

DECEMBER 1953

35905







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1953

Navpers-O

NUMBER 442

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN  
Assistant Chief for Morale Services

## TABLE OF CONTENTS

	Page
Salty Yuletide Is Festive on Land and Sea .....	2
Navy Aids Greeks .....	7
The Word .....	8
Trip to Outer Space in Navy Skyhook .....	10
A Long and Happy Navy Tale of WOs .....	12
Hobby Shops Come Aboard .....	16
Stand By for Inspections! .....	18
Servicescope: <i>News of Other Services</i> .....	22
War in a Sand Box .....	24
Letters to the Editor .....	25
Handled with Care .....	30
Special Feature: Safety Precautions .....	31
Safety First Has a Lasting Effect .....	32
Today's Navy .....	35
Bulletin Board .....	43
More on Annuity Plan for Survivors of Retired Personnel .....	43
Duty in Naval Air Mobile Training Program .....	46
Want Good Duty? Try Attaches, Missions, MAAGs and NATO .....	48
Directives in Brief .....	54
Requirements for Coast Guard Academy .....	55
Decorations and Citations .....	56
Book Reviews .....	58
Book Supplement: Snowbound! .....	59

LCDR F. C. Huntley, USNR, Editor  
John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blasdel, Reserve

• FRONT COVER: Submarines from Squadron Ten tie up to their 'mother ship,' USS *Fulton* (AS 11), for Christmas festivities at New London, Conn. Photo by Ivon M. Moore, DC1, USN.

• AT LEFT: SAILORS 'man the rail' of USS *Baltimore* (CA 68) in honor of England's Queen Elizabeth II. Navymen seldom have the opportunity to take part in this ceremony accorded only to a president or sovereign or member of a reigning, ruling family.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on p. 18, top, by Robert O. Hale, PHC, USN. Photos on p. 18, bottom; p. 19, bottom; and p. 20, top, by Joe C. Reeves.



# Salty Yuletide

FOLKS all over the world are now in the midst of planning a festive Christmas, and the U. S. Navyman is no exception.

Wherever possible, of course, he will be given leave to spend the holidays with his family or friends. But if his ship is operating or if he can't be spared from a shore station, he may be far away from home when December 25 rolls around.

In this case, it is up to the Navyman, along with his buddies, his Recreation Committee and the entire crew, to make a Christmas for themselves. Maybe they can even do as well as *uss Corson* (AVP 37), a seaplane tender, did for itself last year.

On Christmas Eve, as the seaplane tender rolled slowly in the troughs of long Pacific swells, all main engines were stilled. A minimum watch stood at the posts. The northeast trades blew a steady softness, rustling the lighted Christmas tree on the fantail. Two hundred voices belonging to crewmen gathered out on deck had just faded on the last note of "Silent Night"—when a loud laugh drifted down from above.

A searchlight was turned on and swung about for a few moments, at last coming to rest at a point high on the mainmast. There, perched on the yard, was a little round man dressed in red carrying a large white bag that seemed to float in the air behind him.

Again the figure let go with a hearty laugh and called out "Merry Christmas!" Shouts of laughter from the deck returned the salutation. It was Santa Claus, no less.

Thus it was that a month of planning on the part of a small group of crewmen came to a climax. The whole works—Christmas tree, trimmings, small presents, records and Santa suit had been "smuggled" aboard at Alameda, Calif., before the ship left for the Far East.

Presents had been tagged with names of crew members. A group of carolers had been practicing in CPO quarters. Immediately after "lights out" on Christmas Eve, the final preparations had been made. The trees on the fantail, on the mess deck and in the wardroom were trimmed. A huge division laundry bag was inflated with an aerology balloon so Santa's load would not be so heavy.

ALL HANDS





# Is Festive on Land or Sea

Cooks mixed egg-nog and sliced fruit cake. The Navigator donned St. Nick's red uniform for his "special watch."

At 2315, the carolers took over, starting at the bow with sleigh bells and singing and jingling their way through the berthing compartments, rousing the sleepers and herding everyone out on deck. Engines had been stopped (luckily it was the calmest sea they had had during the entire crossing). Presents had been piled beneath the tree and the men gathered around on the fantail.

Now Santa arrived to do his part distributing the presents. When he had finished, he asked the OOD to call away his "sleigh" and he disappeared up the darkened deck.

When he was gone there was carol singing and a brief pause to consider the true meaning of Christmas. Then all hands trooped to the mess deck for egg-nog and fruit cake. Finally, the festivities over, crewmen returned to their bunks and the ship was again directed toward its deployment station in the western Pacific.

Another ship got some outside help last year in its Christmas preparations. But for awhile it looked as if *uss Wedderburn* (DD 684) wasn't going to have much of a time of it.

The ship had picked up a Christmas tree all right just before leaving to take station. However, during routine patrol operations the ship encountered heavy seas and the Yuletide tree was washed over the side. There was little hope of getting another one.

On 22 December a PBM "Mariner" of Patrol Squadron 40 operating out of Sangley Point, P. I., flew within radio range of the destroyer and made its routine radio contact with the ship.

On this particular night the ship had an additional message for the seabird.

"Watchdog to Charlie Able Four. Watchdog to Charlie Able Four. Over."

"This is Charlie Able Four. Go ahead Watchdog."

"This is Watchdog. How are you fixed for Christmas trees? Over."

"Say again your last transmission."

"This is no joke. We want a Christmas tree. Can you get us one?"

The aircraft pilot didn't offer a definite yes or no but said he'd try. Whether the ship's crew took this message with some skepticism or not, it's hard to say; but it's safe to assume that there was at least a wild hope.

The seaplane returned to Sangley Point and reported the request. VP-



NAVY SANTA CLAUS gets a shy 'thank you' from young guest. Each child received gift at Yuletide party.

40, it seemed, did have a mission scheduled for Christmas Eve and it would pass in the immediate area of *Wedderburn*.

So a tree was wrapped in burlap cloth and small, pocket-size, waterproof flashlights were pinned all over it. At one end a float was attached.

Back on board the destroyer it was dark. The messenger was making his rounds waking the men who would soon be standing the mid-watch.



WARDROOM is brightened with cheery Yule decorations. Right: Men enjoy dinner 'in shade of old Christmas tree.'





ACCORDION provides accompaniment to carols aboard ship. Right: American, English Navymen join in carol singing.

Breaking the quiet of the chilly Christmas Eve were the sounds of an airplane engine and an officer on the bridge heard it. Radio contact was made and ship and plane identified themselves. Then the aircraft came through with:

"We have a bundle for you. Where do you want us to drop it?"  
 "Just forward of the bow."

The patrol plane circled. On a second approach an airman opened its port hatch and shoved the brightly lit bundle out into the night.

"Merry Christmas," said the pilot, "Here's your tree."

There are of course certain limitations as to what can be done with a

ship in the way of Christmas decorations. A lot depends upon the ship's location, whether it is in port or steaming at sea, the amount of money available in the recreation fund and the degree of artistic "know how" on board.

How about your ship? What are you going to do this year? If you haven't decided yet here are a few ideas that might help.

- Some crews have dressed their ship out in colored lights, starting with the mainmast. Such decorations are restricted to occasions when the ship is in port. By attaching long strings of colored lights to the mast and swinging them down to the deck

in tent-like fashion, you form a huge "tree" of lights. (Safety rules and regulations of course must be carefully followed).

- You can add a bright light, an illuminated star or cross to the top of the radar mast. This attracts special attention as the antenna is set to revolving at night.

- Colored lights have been used to form attractive designs by placing them in a wooden or metal frame so that they form the shape of a star, cross, bell, Santa Claus, reindeer or candles.

- Christmas trees, picked up ahead of time ashore, may be placed in various parts of the ship, with



TOYS FOR TOTS are readied by sailors. Right: Group of children 'stocks up' for Christmas dinner on board carrier.



the largest one attached to the mainmast. If you are in an area where pine trees are not available, spread palm leaves and ferns around for greenery. If no greenery is on hand, use your imagination to produce an artificial tree from anything from tin cans to pipe fittings (see photo).

- Some Navy ships hold contests to determine which compartment is the best decorated, the winners being presented with a prize from the recreation fund.

- Ornaments, cotton, tinsel and paper bells, holly wreaths purchased in the States or the last port of call can be mixed, with or without pine boughs, palm leaves or fern to decorate the ship.

- Some crews set aside a special time for opening gifts received from home—say after breakfast on Christmas morning or on Christmas Eve.

- Others plan a crews' Christmas Eve party, starting with a "home talent show," movies, a session of carol singing, and refreshments such as fruit cake and cookies and hot chocolate or egg nog. Complete the evening with a candlelight service and midnight mass.

- A smart Enlisted Recreation Committee, planning ahead, arranges to get a good supply of Christmas records, playing them over the PA system starting a week or so before Christmas.

If your ship is going to be at sea this Christmas, trot a couple of these tried-and-tested suggestions around to the next meeting of the



CROSS AND STAR serve as mast decorations for USS Kearsarge (CVA 33) (left) and USS Philippine Sea (CVA 47). Unusual photograph taken at sundown.

Recreation Committee for discussions.

Naturally, if your ship will be in port, you will have a lot more leeway in your preparations. For example, you'll be permitted visitors aboard and like as not you will be able to invite them to sit down with you to a Navy-style Christmas dinner.

To add a bit of color the dinner can be served on a table decorated with fruit and nuts, boughs of holly and pine cones and candles.

After dinner, there can be movies and carol singing followed by the

distribution of gifts purchased from voluntary contributions made by the crew for the children on board for the day. The guys who don't have youngsters of their own are always quick to "adopt" the children of their shipmates.

Wherever they are, Navymen never forget the "small fry." For example crewmen of one ship took up a collection to buy gifts for children. They sent a check for more than \$2400 to the children's department of a large New York depart-



COOKS like 'Mom's' cake best. Right: Navy Seabee ingenuity is shown in Christmas tree rigged up by shipfitters.



## A Message from Secretary of the Navy

A time of the year is approaching when the Navy tries to have as many of its ships and squadrons and men in their home ports as our operating responsibilities will allow. I hope that as many as possible will see their families and friends.

We all know that our country has a paramount role in the world of today. By that token, the Naval Service must project and show its power to the distant reaches of the earth. Therefore, you all have a far greater share of distant service and separation from home ties than we have ever had before in time of peace.

In sending you this message I would like very much to assure you, the men and women of our great Navy, of my interest in you, your families, and your welfare.

I think it appropriate at this time to bring to mind some of the attitudes and values which I believe are part of our mutual responsibilities.

We hear a good deal about morale. Sometimes there are adverse comments. It seems to me that instead of adding to criticism, each of us, up the line, in our immediate responsibilities, should ask ourselves—What are we doing about it?—How are we acting to improve things? Each in his own place can contribute with cheerfulness, and with understand-

ing and acceptance of the personal sacrifices that go with duty and responsibility.

We can contribute with fairness and honesty, with firmness, enthusiasm, and confidence in leadership, and with genuine interest in and active effort for the welfare of those under our charge.

We can have and show faith in our country, and in our naval and national traditions.

By faith I mean also the rejection of careless and destructive report and gossip, and a confidence, justified by past experience and performance, that your interests are being served by those of highest authority.

All the greater, then, is the need for **COMMAND ATTENTION** and command interest by the leading seaman and division petty officer on up through the chain of command to include the office I occupy.

It is with the foregoing in mind that I greet you, my shipmates in the Navy, on the approach of the Holiday Season. I wish you to know that you, who are in the Service and diligently pursuing your assigned duties in all parts of the globe, are contributing one of the most worthy of Christmas presents to your families, your country, and to the world by your patriotism and devotion in bringing about an earlier and fuller realization of the first Christmas with its message of "Peace on earth, good will toward men."

Sincerely,  
R. B. ANDERSON  
Secretary of the Navy



SecNav Anderson

ment store, along with a list of the names of 729 children, their ages and addresses, and a request that the store send a \$3-gift to each child. Included in the check was enough money to pay for the wrapping and mailing of the gifts and for special cards printed to read "Merry Christmas from your Dad and his Shipmates" or "Merry Christmas from Your Brother and his Shipmates."

This Yuletide spirit is expressed not only in the glitter and tinsel of gay decorations but also in the acts of giving to others not so fortunate. Take these typical cases of Navymen in Florida, in Formosa and in

Southern France, among other places.

• Florida — Sailors, Waves and Marines at the Pensacola Naval Air Station gave a Christmas party for needy boys and girls whose homes Santa would otherwise have missed.

A big turkey dinner was the first event. The youngsters filled their Navy mess trays with mounds of turkey, dressing, mashed potatoes, beans, peas, salad, rolls and milk and topped it all with ice cream, cookies and fruit cake.

After the mammoth meal, they were hurried to the athletic field to await the arrival of Santa. Within a few minutes a festively-decorated

helicopter with the all-important passenger arrived "from the North Pole" to distribute gifts to all. In addition to a big sock filled with candy, fruit and nuts, each child received clothing and toys.

At the base auditorium the children joined in singing Christmas carols and watching movie cartoons.

• Formosa — On Christmas day last year the crew of the fleet tanker *uss Passumpsic* (AO 107) took time off from the job to hold a Christmas party for 52 orphans and needy children in Kaohsiung.

The children were shown several comedy films, then taken to dinner in the mess hall. When desserts came around many got their first taste of ice cream and cake.

Highlighting the afternoon was the presentation to each child of a stocking jammed full of Christmas sweets and useful articles — toothpaste, tooth brushes, soap and combs. The fact that none of the children spoke English was no barrier — everybody had a good time.

• France — the transport *uss Deuel* (APA 160), in the Mediterranean last year with the Sixth Fleet, played Santa Claus to nearly 400 French boys and girls in Marseilles in Southern France.

Each Navyman and Marine "adopted" one or two children as the youngsters came aboard. The escorts took their respective children on a tour of the ship. They swarmed up ladders, turned the ship's wheel on the bridge, examined the big guns, peered through the telescopes, marveled at the landing craft.

In the mess hall, the young orphans' voices lifted in singing "La Marseillaise." Then everyone joined in the international Christmas carols "Silent Night" and "Adeste Fidelis."

Ice cream and cake were served and cartoons were shown. In the midst of this celebration a curtain screening one end of the mess hall was suddenly drawn aside, and there, flanked by a pile of toys, a huge Christmas tree and an immense fireplace, sat a Navy Santa Claus, red suit, whiskers and all.

At the end of the party, each child clutching a toy—a pair of skates, doll carriage or a gun—moved toward the gangway.

As the Navymen and Marines said good-bye to the children, young voices called out "Merci beaucoup. Joyeux Noël."





## Navy Aids Greeks

**W**HEN earthquakes struck several Greek islands, wreaking havoc upon towns and villages, the Navy was quick to step in and help the stricken people.

As far away as Norfolk, sailors joined with local groups in collecting clothing and other items which Navy ships carried to the islands.

Closer to the scene, Navymen at Naples and other points worked day and night, baking bread, sending men and supplies to help. Ships—ranging from a big aircraft carrier to small amphibious craft—rushed to Greece bringing food, clothing, medical aid.

Here are some scenes of the rescue activities:

*Upper left:* Clothing and supplies are loaded aboard transport at Norfolk for shipment to Greece. *Upper right:* Bakers at Headquarters Support Activities, Naples, worked 'round the clock to aid earthquake victims. *Right center:* Navy amphibious vessels carried food, water, medical supplies ashore. *Lower right:* Hospital corpsmen evacuate seriously injured to field hospitals. *Lower left:* Communications center from *uss Franklin D. Roosevelt* (CVA 42) was set up to coördinate mercy mission.





# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

### • NEW WORKING UNIFORM —

The blue flannel shirt has been made a part of the optional Winter Blue Working uniform for male officers and chief petty officers.

Approved by SecNav upon recommendations of the Naval Uniform Board, the new working blue uniform consists of blue flannel shirt, blue service trousers, black web belt, black shoes, with black necktie (except where the necktie might be hazardous around moving machinery). The usual corps and rank insignia are to be worn on the shirt collar.

No service coat is required with this uniform and, of course, ribbons are not worn. The cap is with white or blue cap cover, whatever the local uniform-of-the-day. For Navy officers and Chiefs attached to Marine Corps units, this blue working uniform is the counterpart of the Marine Winter Service "C."

This optional uniform is for wear at work aboard ships and stations, but not for wear ashore or off-station. Details will be included in the next change to Uniform Regulations.

• **MINORITY ENLISTEES**—Regular Navy minor enlistees, who enlisted on or before 19 Jun 1951 and who through early separation would complete less than 3 years' active service, will normally be retained on active duty until they have completed at least three full years, thus will not incur a five-year reserve obligation under the provisions of

section 4(d) of the universal Military Training and Service Act, as amended.

Such minority enlistees may, however, be separated early under current early release schedules provided they so request in writing and provided they so understand the reserve obligation they would thereby incur. Persons so separated will be transferred to the Naval Reserve and released to inactive duty in lieu of discharge. (See BuPers Inst. 1001.8 and BuPers Notice 1910 of 13 Aug 1953).

• **ENLISTED COURSES**—If you're preparing for that next examination for advancement in rating, you'll want to take a look at a new light-blue booklet just put out by the Training Division of BuPers.

The booklet gives an up-to-date listing of all Enlisted Correspondence Courses now available—and there are 198 of them, triple the number in the last edition of the booklet put out in 1951.

The booklet, "Catalog of Enlisted Correspondence Courses," NavPers 91200-A, has been distributed to all ships and stations. You can see it by asking your division officer. Extra copies, incidentally, are available through District Publications and Printing offices.

Each course is a comprehensive home-study course designed to assist you in preparing for advancement in rating, and is administered

by the U.S. Naval Correspondence Course Center at Brooklyn, N. Y.

When you enroll in your correspondence course you will be furnished the following material: (1) a textbook (2) an assignment booklet, and (3) answer sheets.

The textbook is a Navy training course containing information needed for advancement in rating. The assignment booklet contains suggestions for getting the most out of your textbook, plus a number of assignments consisting of readings in the textbook and multiple-choice questions on the readings.

For each assignment in a course, there is an answer sheet upon which to record your answers to the multiple-choice questions.

As you complete each assignment, you return your marked answer sheet for that assignment to the Correspondence Course Center for grading.

Within a short time, your answer sheet will be returned to you with appropriate marks indicating which questions you missed, references to correct answers and your grade.

When you successfully complete the course, you will receive a completion certificate and an appropriate entry will be made in your service record. If you are entitled to non-disability retirement credit in the Naval Reserve program, the appropriate number of retirement points will also be recorded.

• **INSURANCE DIVIDENDS** — A total of \$64,000,000 in special dividends is being paid to 380,000 veterans who hold World War I permanent plan U. S. Government Life Insurance policies.

The special dividend on World War I insurance is in addition to the regular 1953 dividend of \$23,000,000 which is now being paid to holders of USGLI permanent plan



PASS THIS COPY ALONG—Be a 'year-'round' Santa Claus and see that nine others read this issue of ALL HANDS.

policies on the anniversary of their policy. (USGLI is that insurance issued from World War I up to 8 Oct 1940 and is not to be confused with the National Service Life Insurance—NSLI—which was issued during and after World War II.)

Basically, the group receiving the special dividend will be limited to those veterans holding permanent plan policies which were in force on 31 Dec 1952 and were issued at least five years prior to that date.

VA said the average dividend payment will be about \$168. However, the amount of the special dividend payments to eligible policy holders will depend on the plan of insurance, the age of the insured at the time the policy was issued, the length of time the policy has been in force, and the amount of the policy.

The Veterans Administration pointed out that the special dividend is being paid because the trend in death and disability claims has made possible the release of some of the funds set aside for these benefits.

The regular 1953 dividend is being paid shortly after the anniversary date of each policy. The special dividend will be paid separately in a single mailing. For that reason, a policy holder may receive his regular dividend on a different date from that on which he will receive his special dividend.

#### • UNAUTHORIZED MEDALS —

Among the batches of letters to the editor ALL HANDS receives each week, there are always a few asking about medals, ribbons or awards which are rumored to have been issued but never have.

Concerning the current ribbon queries, one medal has been proposed but requires Congressional approval to wear it, while the other medal has no foundation in fact.

ROK Presidential Unit Citation—The South Korean Government has proposed giving an award of this name to certain units which fought under the United Nations banner in or around Korea. The President of the United States has approved the acceptance of the ROK PUC for the units but participants must have Congressional approval before wearing the ribbon. SecNav has taken steps to obtain Congressional approval for the award which is still pending. If it is recognized and adopted, ALL HANDS will carry full details on the medal.

"NATO Ribbon"—This one is fab-

ricated out of whole cloth. There's nothing to it. Although we have received word that unscrupulous dealers in Europe are trying to palm a red, white, blue and black "NATO Ribbon" off on U. S. servicemen, such a ribbon has not been authorized and no such ribbon is under consideration at the present time.

So before you walk into some sidewalk bazaar and buy a ribbon you've never heard of, ask the yeoman in the Ship's Office to check the publication *Decorations, Medals, Ribbons and Badges of the U. S. Navy, Marine Corps and Coast Guard* (now being revised, incidentally) and also back copies of ALL HANDS for the latest word.

It'll save you a few dollars—and a lot of letters.

• **OFFICER RETIREMENT**—There is no change in the policy of holding in abeyance the retirement of Regular officers who have less than thirty years' service. The Department of Defense Appropriation Act of 1954 continues to prohibit payment of retirement pay to a Regular officer who voluntarily retires unless:

(1) He is unfit to perform his duties by reason of a physical disability incurred in line of duty, or

(2) He achieves the age at which retirement is required by law, or

(3) His application is approved in writing by the Secretary of Defense stating that his retirement will not be contrary to the best interests of the service or is required to avoid individual hardship, or

(4) He is retired as otherwise authorized by law.

Not affected by this non-retirement provision are Reserve officers, temporary officers with permanent enlisted status, Regular officers involuntarily retired under any provision of law, enlisted personnel, and Fleet Reserve and Fleet Marine Corps Reserve personnel.

A permanently commissioned officer who requests voluntary retirement must include reasons justifying approval. The request should be submitted at least three months in advance of the desired date of retirement. Retirement without pay will not be approved unless the officer so requests it and then only if special circumstances warrant such action.

The Department of Defense Appropriation Act of 1954 is effective until 30 June 1954.

## QUIZ AWEIGH

There's one thing certain, no ocean-going member of Uncle Sam's Navy should find himself "at sea" when it comes to the answers to this month's quiz.



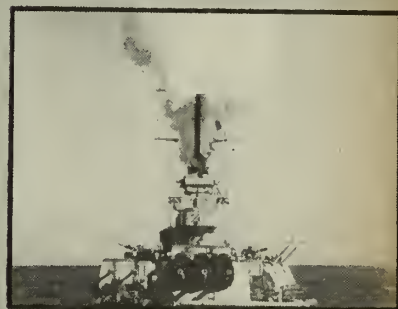
1. Above is the first U. S. Navy ship designed as an aircraft carrier from the keel up. It is (a) USS **LANGLEY (CV 1)**, (b) USS **LEXINGTON (CV 2)**, (c) USS **RANGER (CV 4)**.

2. This carrier was commissioned (a) 4 June 1934, (b) 14 Dec 1929, (c) 20 Mar 1922.



3. The marker buoy above, laid by a minesweeper, indicates (a) the location of a mine, (b) a swept channel, (c) a minesweeping operation in progress.

4. The Navy's newest type of mine warfare vessel is the (a) mine layer (CM), (b) mine sweeper (DMS), (c) mine hunter (AMCU).



5. What is this ship doing? (a) Lifting safeties, (b) blowing tubes, (c) sounding her whistle.

6. The purpose of this exercise is to (a) notify all hands topside that guns are about to be fired, (b) check safety boiler valves, (c) clean boiler tubes.





GOING UP! Helium is pumped into 'Skyhook' balloon. At center of deck is 'Deacon' rocket, soon to be carried aloft.

## Trip to Outer Space in Navy Skyhook

**T**O find out more about the mysterious particles known as cosmic rays, the Navy has recently conducted experiments in two widely separated parts of the globe.

During the late summer, as part of "Project Mushrat," the icebreaker *USS Staten Island* (AGB 5) and the Coast Guard icebreaker *USCG Eastwind* operated in the Far North, in the vicinity of Frobisher Bay, in the cold climes above Labrador.

In September, the seaplane tender *USS Currituck* (AV 7) engaged in "Project Churchy" near the Equator in the vicinity of the Galapagos Islands off the coast of South America's Colombia.

The two projects, in case you're wondering, took their code names from two of the playful animal characters in a well-known comic strip. Both were sponsored by the Office of Naval Research in cooperation with the Atomic Energy Commission.

The projects were directed toward solving some of the puzzles presented by cosmic rays, the rays (or particles) that come from outer

space to bombard the earth's surface.

Scientists have discovered that the earth's magnetic field deflects these cosmic rays, bending their trajectory into a curved path. The magnetic patterns formed are such that there is a greater concentration of "hits" in some parts of the earth than others.

The Frobisher Bay area was found to be a promising location for the study of the low-energy type of cosmic rays, while the Galapagos locale was a good spot from which to sample high-energy particles, the scientists found.

*Currituck* was used as a floating base during Project Churchy. Civilian and naval scientists sent up instruments attached to "Skyhook" balloons from her decks to "catch" the cosmic rays. The balloons made of plastic, run as long as 135 feet uninflated.

Interestingly enough, the material out of which the big balloons are fabricated is only one-thousandth of an inch thick, yet it is strong enough to carry the scientific instruments up

to 100,000 feet into the sky. When the balloon reaches this height, 99 per cent of the earth's atmosphere lies *below* it!

Here the Skyhook balloon levels off to form a stable platform for instrument readings, floating at a fairly constant altitude for many hours while data is being collected by telemeter on the ship far below.

Along with the cosmic radiation exploration, Project Churchy was used for the study of the upper atmosphere, and much valuable meteorological data was collected. As a result, more will be known of the winds at levels between 90-100,000 feet. This will enable meteorologists to learn more about the general circulation of the atmosphere and will tie in with other investigations being made.

Project Mushrat, in the Arctic, used Skyhooks too, but in a different way. Up north rockets were hitched to the big balloons and carried to 77,000 feet. At that height, the rockets were released by an automatic timing device and zoomed up-



ward to a height of 66.5 miles.

Making use of such a balloon-assisted take-off (BATO) for the rockets, great heights can be reached with the small, relatively inexpensive missiles. Rockets gain acceleration on their downward flight, at times reaching a speed four times that of sound, until they are slowed by the heavier atmosphere at lower heights.

Projects Mushrat and Churchy were both part of the over-all "Skyhook" balloon research program being conducted in the stratosphere by the Office of Naval Research. ONR has been cooperating with universities and scientific foundations as well as with scientists from allied nations.

The rocket flights of Project Mushrat were the first to record stratospheric pressure, temperatures and density in the extreme northern latitudes. A similar expedition brought back valuable data on cosmic radiation last summer.

Navy men may be interested in the methods used to launch the Skyhook balloons. Here is how they do it:

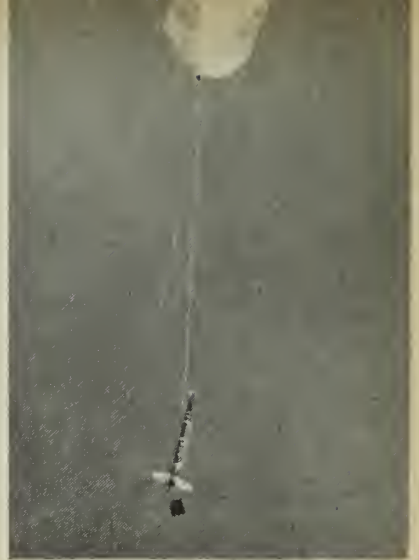
The balloon is inflated in a vertical position and thus can be launched from a small space—such as the helicopter platform on an icebreaker. Since the balloon towers many feet into the air, it is necessary that the ship be moving with the wind in order to have "zero wind" across the deck. The balloons are usually launched when the surface wind is below 10 knots.

The balloon is taken out of its container and laid out on deck in a

circular pattern. It is then inflated with helium to about 10 per cent of its full volume, enough to lift it and the instruments, or the rocket. As the balloon rises the helium expands, filling out the balloon. At "ceiling" altitude the balloon is completely inflated and excess helium is valved out.

The Project Mushrat balloon flights all carried rockets. Two different types of rocket warheads were used. One kind measures the cosmic radiation, the other, the pressure density and temperature of the atmosphere. Each rocket carries a radio transmitter which telemeters the data taken during the flight. Therefore no attempt is made to recover the rockets. In all, 22 rockets were launched by Project Mushrat.

For Project Churchy, the scientific instruments were carried by the balloons to altitudes of about 100,000 feet, where they floated for several hours collecting data. At the end of the flight the instruments were carried back to earth by a parachute which was released by an automatic timing device. In order to locate the instruments quickly after they landed, a radio beacon was also included. The entire instrument 'package' was equipped with flotation gear to keep it afloat until it could be picked up by ship. While the balloons were launched from the *uss Currituck*, the DMSs *uss Ellyson* and *uss Rodman* had the job of recovering the equipment many miles down wind. Aircraft from Patrol Squadron 45 assisted *Ellyson* and *Rodman* in their recovery task by tracking the

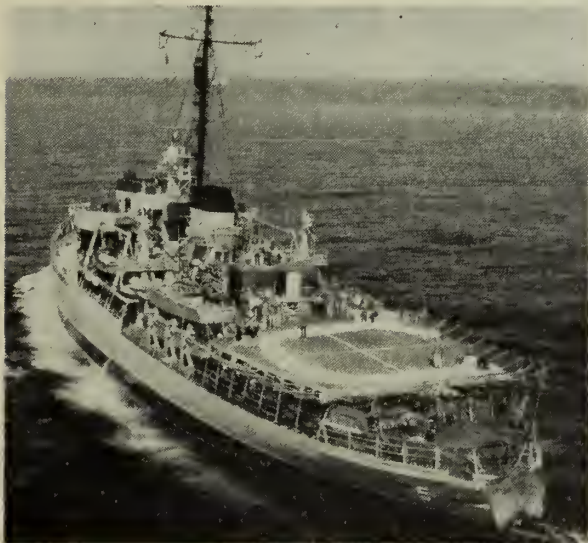


ROCKET was carried aloft by balloon to 70,000 feet. After firing, it rose to record height of more than 60 miles.

balloons on their down-wind course. Thirteen flights were made.

Navy men had many opportunities to assist both projects since only a small number of scientists could be taken on board the ships. Special groups of enlisted men, generally from the gunnery gang and deck force, made up the balloon-launching crews and had the job of assembling the rockets.

Both projects recorded much valuable data about the upper atmosphere and the cosmic radiation. These items of fundamental knowledge will have many practical applications in a number of fields of science.—Howard Dewey, ENC (SS), USN.



BALLOON is spread on deck. Right: Men cover rocket with 'greenhouse' (left) while others remove 'sleeve' from balloon.



# A Long and Happy Navy Tale of WOs

**WO** is a term representing a rank that is older than the U. S. Navy—the warrant officer.

From the Revolutionary days to the present, warrant officers have played an important part in the Navy's scheme of things. Even earlier than that WOs were building up a tradition for achievement in naval affairs. Although their numbers and titles have varied, their importance hasn't.

Today's warrant officer—as in the past—is a “doer-supervisor.”

He has down-to-deck working knowledge of the thousand and one small details of his specialty, details he has gleaned from many years of working at the job (the average warrant in the Fleet today has put in about 10 years as an enlisted man before moving into the officer ranks).

But a head full of seagoing know-how is only part of his qualifications. In addition to having the facts on hand in his mental filing cabinet, a

## Warrant Officers Have Long Experience in Their Jobs And Lengthy Tradition in Navy

warrant officer must also have the ability to pass those facts on, to teach younger petty officers who, in their turn, are shooting for the top.

A warrant officer must also serve as a sort of counselor, a guy to whom the ambitious PO can come for advice on how to get the knowledge he needs and how to handle his men. Many times, the PO finds, “the way it was done in the old days” is still the best way to do it. If he is willing to profit from the experience of others, the PO can learn much from his warrant-adviser.

Warrant officers hold a variety of billets in the modern Navy. For

example, a Boatswain may be found as officer-in-charge of a district craft, as a First Lieutenant aboard a larger ship, as a deep sea salvage diver, or—most often—as a Ship's Boatswain. The Ship's Boatswain typifies the sea and ships and is probably the “saltiest” billet in the U. S. Navy. He takes charge of running and standing rigging, ground tackle (which he pronounces “tay-kul”) of paint and preservation, and in fact of about everything topside.

A Warrant Gunner today can be found in special weapons projects or in a job connected, say, with guided missiles. A Machinist can fill billets ranging from steam to diesel machinery, from special weapons work to atomic propulsion.

There are dozens of billets for which warrant officers are especially—and uniquely—qualified. Who has more on-the-job knowledge about how to put a ship into dry dock than a carpenter at a shipyard? Who knows more about the tricky I. C. Room of a given ship than the ship's electrician?

In addition to their administrative duties, warrant officers stand regular naval watches too—often as Officer of the Deck or as Engineering Officer. Then too they are assigned duties on naval courts, as a member of the ship's board, not to forget the “privilege” of being elected Wardroom Mess Treasurer.

The variety of important duties carried out by warrant officers is one of long standing in the U. S. Navy. As early as December 1775, the Continental Congress provided for the purchase and construction of ships and the following ranks to man them:

Commissioned—Captains and lieutenants.

“Warranted” — Surgeons, pursers, boatswains, gunners, carpenters, master's mates, chaplains and Secretary of the Fleet (a clerk for the Commander-in-Chief of the Fleet).

“Petty Warrants” — Midshipmen, Captain's clerks and surgeon's mates.

Many of these warrant officer titles, naturally, were taken from the British Navy with which Continental Navymen were most familiar. The majority of the warrant titles went even farther back than that—the title of “Boatswain,” for example, ranks back to early sailing history.

**WARRANT OFFICERS** fill many billets ashore and afloat. Here, a WO studies landing ship models, miniature loading equipment with view to better stowage.





Other titles like those of "Carpenter" and "Gunner" were natural developments of the need for more shipboard maintenance and the advent of gunnery.

The various officer posts of the early U. S. Navy were frequently changed. Chaplains and surgeons were sometimes listed as warrant officers, sometimes not. The billet of "Surgeon's Mate," interestingly enough, was found in turn under the heading of "Officer," "Warrant Officer," "Petty Officer" and then "Commissioned Officer."

As the graceful age of sail came to a close, the warrant rank of "Sailmaker" began to disappear, only to be replaced by a new type of expert who was needed, one who could handle the new engines and machinery. "Assistant Engineer" was now added to warrant ranks. (The last warrant officer to hold the outmoded grade of "Sailmaker," incidentally, died in 1933, having been on the Retired List for 15 years).

At the end of the 19th Century came the new ranks of "Pharmacist" (now "Warrant Officer Hospital Corps"), an outgrowth of the old Surgeon, and "Machinist." Soon after came "Pay Clerk." Then "Electrician" and "Radio Electrician," all WOs.

With the expanding technical aspects of the Navy, other new ranks were needed. With World War II, "Torpedoman," "Ship's Clerk," "Photographer" and "Aerographer" were added, bringing the total to the current 12.



WOs HAVE SERVED in Navy from Revolutionary days to the present. Shown are a Gunner, about 1913 (left) and a Boatswain in full dress, about 1830.

Ready to be called upon for an answer at all times, warrant officers have established for themselves a reputation for coming through in emergencies, both in peace and war.

Take, for example, CHBOSN Edwin J. Hill, USN. You may have heard of him—he was awarded the Medal of Honor for "extraordinary courage and disregard of his own safety during the attack on the Fleet in Pearl Harbor on 7 December 1941."

At the peak of the strafing and bombing, CHBOSN Hill, a member of *uss Nevada* (BB-36), took the men of his line-handling detail onto the pier and directed them to cast

off the battleship's lines. *Nevada* moved away with all speed—and Hill saw that he would be left dockside.

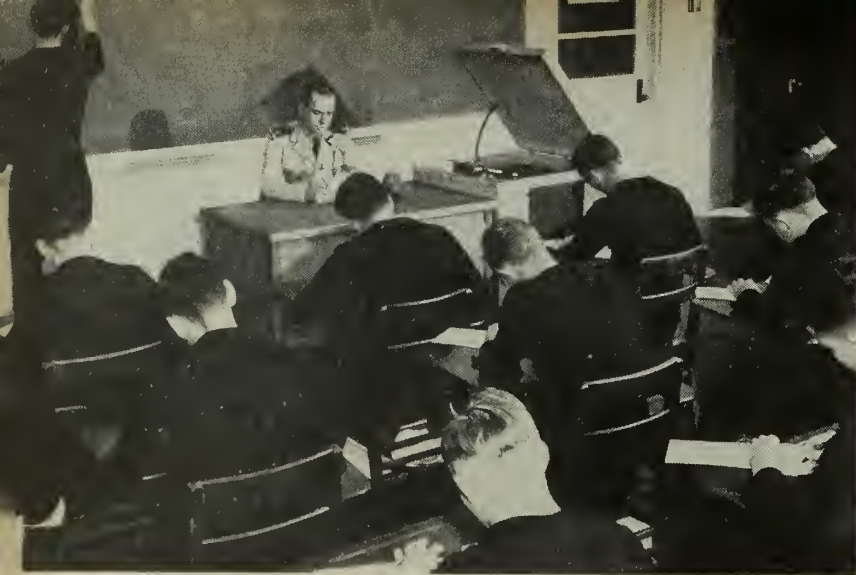
Not willing to be left out of a fight, he dove into the water, swam to the still-moving ship and climbed aboard. *Nevada* was under continuous heavy attack by the Japanese. Back on the job, supervising letting go the ship's anchors, CHBOSN Hill was killed by the explosion of several bombs close aboard.

Another warrant, CHCARP Frank C. Shelton, USN, was cited for his actions in a series of events that not only pointed up his heroism, but also a wide range of abilities. Shel-



CHELEC checks transmitter with radioman. Right: Recruits get word on stowage magazine from experienced CHGUN.





CLASS in stenography at yeoman school is taught by Ship's Clerk (CHSCLK). Below: WO supervises adjustment of gyro compass on board a repair ship.



BOATSWAINS fill many salty billets—from officer-in-charge of a district craft to 'first lieutenant.' Here, one works with a shallow salvage diving crew.



ton repaired a flight deck, took charge of a fire-fighting detail and handled damage control activities throughout his ship, the escort carrier *USS Suwanee* (CVE-27), during a World War II air attack. Shelton was awarded the Silver Star Medal for gallantry in action.

**CHRELE** William F. Konko, USN is another example of how WOs put their know-how into practice in unusual emergencies. In this case it was in helping to organize resistance against the Japanese in the Philippines. When his Motor Torpedo Boat squadron was broken up in 1942, Konko went ashore in Mindanao and began to organize the native forces into guerrilla units.

For Konko, a radio electrician, the job of setting up a radio communication center was right down his alley. His station developed into the central control point for a network of resistance forces that kept the pressure on Japanese troops until U. S. forces returned to the Islands in 1945. He was later awarded the Legion of Merit.

These are but a couple of the many cases that illustrate how the peacetime know-how accumulated by warrant officers can pay big dividends when the chips are down. Experts in their field, warrants combine their knowledge with fighting ability, to the benefit of their ships and the Navy.

Ability, however, is not restricted to performance of a combat mission. Many warrant officers have devised methods or invented or improved upon things to the benefit of the naval service at large.

For example, **ELEC** Hyde A. Harmon, USN, invented an automatic steersman that is named for him. Anyone who knows about ground tackle is familiar with the names of **CHBOSN** M. H. Eldridge, USN, and **CHBOSN** H. P. O'Neil, USN. Eldridge and O'Neil devised new methods of anchoring large ships. By means of the methods, ships can come in and make a fast, smart anchorage. **CHBOSN** Eldridge also helped develop a position plotter that can quickly fix the position of a ship entering or leaving inland waters.

Recently, a warrant officer has been responsible for the development of a new, improved method of teaching typewriting. Many a yeoman has already benefitted from the new system.



Boatswain



Gunner



Torpedoman



Machinist



Electrician



Radio Electrician

In our modern Navy there are 12 general categories of warrant officers. However, to meet the needs for specialized as well as general qualifications, the warrant structure provides for a total of 37 "designator codes," sub-specialties within the general areas.

Some categories, like Pay Clerk and Torpedoman, have but one designator code; others, like Ship's Clerk and Radio Electrician, have five; carpenter has six. Not all are being used because the present state of Navy mobilization does not demand it.

For example, whereas all three Gunner designations are "open"—"Aviation Ordnance Technician," "Surface Ordnance Technician" and "Control Ordnance Technician," only two designators are now open for Ship's Clerk: "Ship's Clerk (Bandmaster)" "Ship's Clerk (Ship's Clerk)." In the following list, the designators that are currently "closed" are marked by an asterisk.

Under each one of the broad titles listed here, the warrant structure provides for both "warrant officers" (who wear the half-stripe, or "pin stripe"), and commissioned

warrant officers (who wear the broad gold broken stripe and are spoken of as "Chief Boatswain," or whatever their title may be).

#### Designator and Description

##### Boatswain (BOSN or CHBOSN)

711—Aviation boatswain

712—Flight Controller\*

713—Boatswain

714—Ship Controlman

##### Gunner (GUN or CHGUN)

721—Aviation Ordnance Technician

723—Surface Ordnance Technician

724—Control Ordnance Technician

##### Torpedoman (TORP or CHTORP)

733—Underwater Ordnance Technician

##### Machinist (MACH or CHMACH)

741—Aviation Machinist

743—Machinist

744—Instrument Technician\*

748—Utilities Technician\*

749—Equipment Foreman

##### Electrician (ELEC or CHELEC)

751—Aviation Electrician

754—Electrician

759—Construction Electrician

##### Radio Electrician (RELE or CHRELE)

761—Aviation Electronics Technician

762—Training Devices Technician\*

763—Communications Supervisor\*

764—Communications Technician

766—Electronics Technician

##### Carpenter (CARP or CHCARP)

771—Aviation Structural Technician

772—Aviation Survival Technician\*

773—Foundryman\*

774—Ship Repair Technician

778—Drafting Technician\*

779—Building Foreman

##### Ship's Clerk (SCLK or CHSCLK)

782—Ship's Clerk

783—Journalist\*

784—Printer\*

785—Bandmaster

788—Machine Accountant\*

##### Pay Clerk (PCLK, CHPCLK or PACT)

798—Supply Clerk

##### Warrant Officer Hospital Corps

(WOHC or CWOHC)

817—Warrant Officer Hospital Corps

818—Dental Clerk

##### Aerographer (AERO or CHAERO)

821—Aerographer

##### Photographer (PHOT or CHPHOT)

831—Photographer



Carpenter



Ship's Clerk



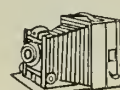
Pay Clerk



Hospital Corps



Aerographer



Photographer

In the early days, warrant officers were appointed largely on a personal basis. Some were appointed by the captain directly from enlisted status. Others were appointed from civilian pursuits or from the Merchant Marine, either by the captain or by the Secretary of the Navy. The very earliest ones were appointed in the Continental Navy by the Maritime Committee of the Continental Congress.

Today, on the other hand, the 6000 warrant officers and commissioned warrant officers serving in the Fleet have been selected from the ranks of top class petty officers in a

carefully planned selection program.

Briefly, to be selected a warrant, a chief petty officer or petty officer first class must have had ten years' active service; must have no mental or moral or physical shortcomings; must have had an outstanding record, including good marks on his Petty Officer Evaluation Sheets.

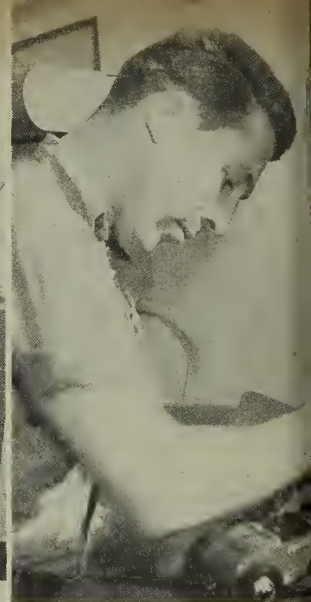
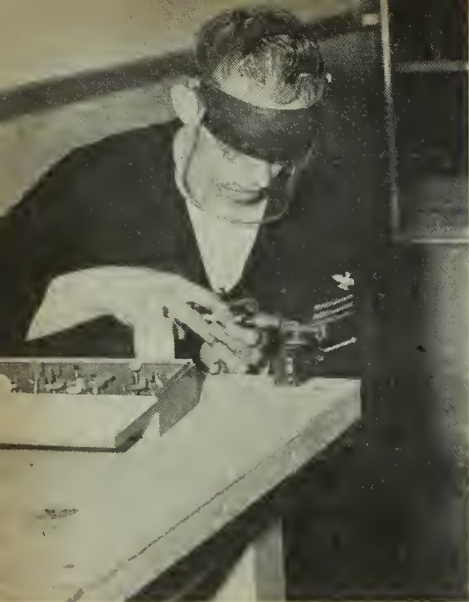
Through the Navy's warrant officer program, the enlisted man of outstanding caliber can advance to warrant officer status. And that need not be the end. Moving up through the warrant pay grades, W-1, W-2, W-3 and W-4, he may eventually qualify for promotion to ensign or

lieutenant (junior grade) and continue on up the promotion ladder.

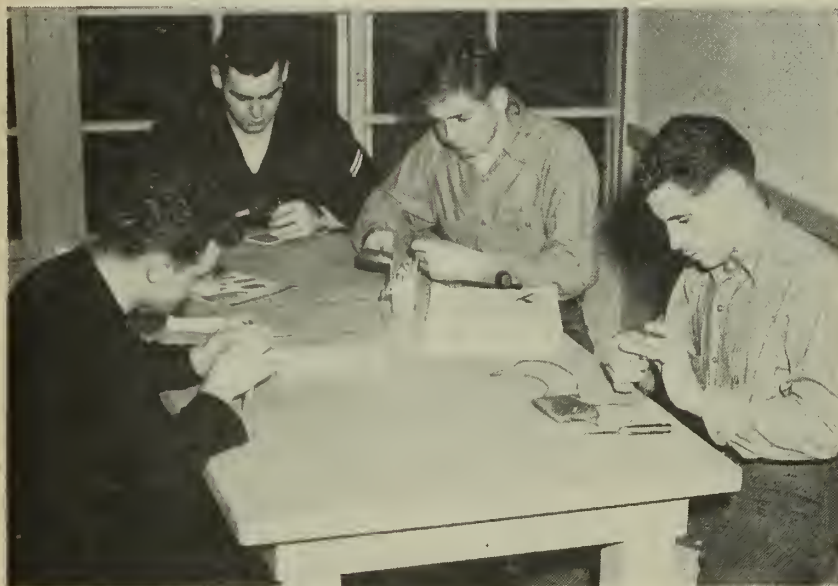
The development of the specialties within the warrant officer structure presents a sort of "case history" of the development of the U. S. Navy itself. As a need developed for a new specialty in the Fleet, it was often reflected in the addition of another specialty in the warrant grades.

It's a good bet to say that with nuclear power and other developments just around the corner—or here already—that warrants will have added opportunities to prove they are "Experts of the Fleet."





HOBBYIST carves plastic ring (left). This sailor keeps busy making leather belts during his off-duty hours.



SAILORS work in new leathercraft room at NAS Atsugi, Japan. Below: Navyman on board USS *Eldorado* (AGC 11) cements wings onto model airplane.



## Hobby Shops

**S**EVERAL recent reports which have been received by ALL HANDS offer good examples of Navy hobby shops—both ashore and afloat.

Visit one of these hobby shops and you'll find white hats and chiefs and officers, too, working away at some project. Quite a few construct model airplanes—from tiny palm-of-your-hand size to king-size flying models. Others work at leathercraft, making belts, pocketbooks, ornamental pieces. Many make wood carvings, work on oil paintings, water colors. Some build model autos. Still others, quite naturally, work on ship models.

Take a look at amphibious force flagship USS *Eldorado* (AGC 11), serving with Task Force 90 in the Far East. During off-duty hours, the busiest spot on the ship is usually the hobby shop.

This shop features wood-turning lathes, jigsaws, drills and dozens of hand tools. Centrally located within the vessel, the hobby shop is well-lighted and maintains a large stock of supplies ranging from wood blocks to oil painting kits which sailors can buy at reasonable prices.

*Eldorado's* hobby shop has become so popular that, when the ship is in port, sailors from other ships in the task force drop in—to look things over and to make a few purchases.

The "hobby bug" has bitten the major part of another ship's crew—





NAVYMEN work on model auto. Sailor enlarges photo (center). Carving designs in leather is popular hobby.

## ome Aboard

the men on board *uss Philippine Sea* (CVA 47). Accordingly, last January a hobby shop was opened on board the carrier shortly before she began her third tour of duty in the Korean theater.

Run on a non-profit basis, the hobby shop stocks several thousand dollars' worth of materials and tools. Sailors can be found mixing colors on an oil palette, hand-tooling intricate designs in leather, working on models and so on — whenever they can take time out from their duties with Task Force 77.

Another activity to hitch a wagon to the hobby shop in recent months is NAS Atsugi, Japan.

Here, an unused chow hall was remodeled into a first-rate hobby shop with facilities for woodworking, photography, model building, leather crafts, plastics, ceramics and the graphic arts. The model building department even has a room to test model airplane engines.

Shutterbugs at Atsugi are particularly proud of the hobby shop's photo lab where instruction is provided by Frank Shaw, PHG1. The photo lab offers two developing rooms, a contact room and an enlarging room with three enlargers.

And so it goes throughout the Navy. At home and abroad, sailors work at their hobbies, making gadgets both useful and ornamental.



MODEL AUTOS and planes keep these sailors on board *USS Philippine Sea* (CVA 47) busy. Below: Model of destroyer is slowly whittled into shape.







**PRESENT ARMS!** Navymen in formation present arms as battery welcomes reviewing officer with 15-gun salute.

## Stand By for Inspection!

**D**URING the Okinawa campaign, Kamikaze pilots were frequently able to carry out attacks on U.S. naval shipping crowded into Buckner Bay by approaching low over the water on the far side of the island, skimming over the mountain tops and pouncing on the vessels.

There was little warning. If our radar picket boats were alert and all went well, the ships' crews had something less than three minutes to respond to General Quarters and fight off the attack before the raiders had reached their targets.

"It was at such a time that Navy training and discipline really paid off," CDR C. L. Bisbee, then OOD of a large seaplane tender, says. "The safety of your ship and the lives of your crew were literally in the hands of youngsters who, a few short months earlier, had been high school kids and farm hands and who were now operators of our 20- and 40-mm guns.

"It took real guts to train on one plane when you had to depend on the gunners of another ship to knock down the plane that was coming directly at you. And it took courage of the very highest order to with-

hold that fire until the crucial moment when the gunnery officer gave his orders.

"Many of the men on my ship were youngsters who were away from their home towns for the first time. Lots of them were Naval Reservists.

The training they received in their local units led directly to Buckner Bay. The fact that they learned Navy terminology, wore the Navy uniform with pride, and thought in the same manner as their shipmates helped to carry them through any emergency they might meet. The Okinawa campaign, and many others, began with Naval Reserve training here in the United States."

CDR Bisbee is now one member of a team of experts which has recently completed an extensive tour of the nation's best Naval Reserve Training Centers. Headed by CAPT. E. N. Teall, usn, this group, designated as the Naval Reserve Inspection Reviewing Board, determines the status of the personnel, the effectiveness of the training programs and the administrative efficiency of these, and other, Naval Reserve units.

It's a long way in time and space from Buckner Bay to Naval Reserve units in towns such as Laurel, Miss.; Beaumont, Texas; and New Orleans, La. Yet the transition has been made successfully by hundreds of thousands of young men from towns such as these. Judged to be among the



**THIS IS ONE WAY** to 'shine' your shoes. Though not recommended to keep whites clean, it will remove dust!

best in the 6th and 8th Naval Districts, training centers in these three communities were among the units recently inspected by the Inspection Reviewing Board.

What do the men of these divisions think about such inspections? Do they approve, or do they resent them? Do they agree with CDR Bisbee's contention that pride of uniform and the accompanying discipline will help them win battles?

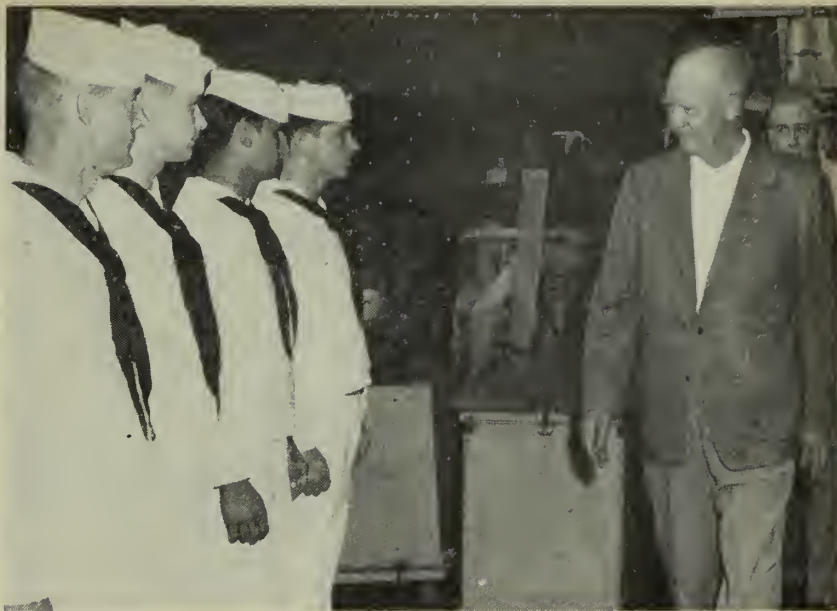
"After you've been in this man's Navy as long as I have," says old-timer E. R. Aaron, HMC, of Laurel, "inspections don't bother you any more. I've gotten so I kinda like them. Gives you a chance to show off. You can learn a lot about an officer by the way he conducts an inspection, too. Captain Teall knows the ropes. I thought our cribbage board was pretty well stowed away, but he found it. He let me know about it, but he wasn't nasty, either."

"Should be at least every six weeks," says Albert P. Selph, BUHC, of New Orleans.

"A uniform is something like a tuxedo when you're going out on a date," says S. F. Diecidue, SW2, of the same outfit. "You want everything to be just right because it's a special occasion. There's nothing to an inspection if you know you're right."

"An inspection should be as tight and tough as possible, or we shouldn't have any," says Wave Eary May Lozano, TDAN. "Otherwise, they're just a waste of time."

Lewis M. Wilson, SR, who is now in 12th grade at Laurel High School, can't yet agree with such a view.



PRESIDENT inspects crew of USS *John Hood* (DD 655) during visit to U.S. Naval Academy. Behind President is Academy Superintendent VADM C. Turner Joy.

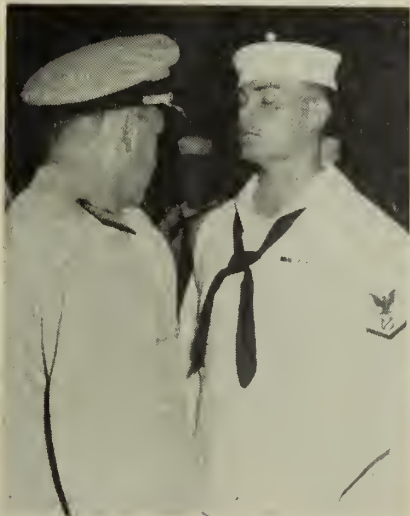
"I was scared stiff when I saw all that gold braid coming down the line at me," he later said ruefully. "All I could do was stand straight as I could and wait for the ceiling to fall in on me. I really sweated it out when the Captain stopped in front of me and asked where I learned to knot my neckerchief. I guess maybe it didn't look so good. Actually, I had one of the old-timers here fix me up for the inspection, but I didn't tell the Captain that. I figured he wasn't much interested in excuses."

Wilson had been in the Reserve for a short three months and had received his full uniform only the week before. This had been the first

time he had worn it to drill. As soon as quotas will permit, he would like to join the Regular Navy.

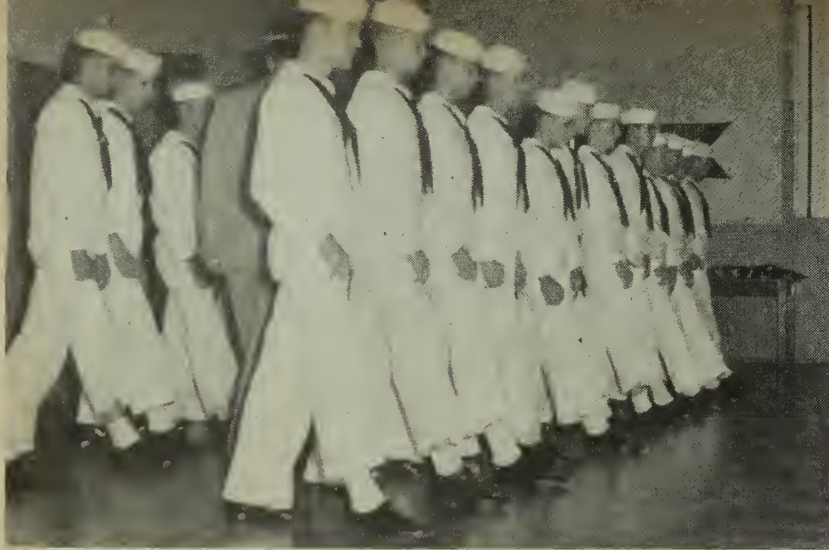
"I felt pretty good when it was over, though," he added. "The Captain found out this was my first inspection and told me I looked pretty good, considering. I don't know much about them, but this inspection certainly kept me on my toes."

"Yes, but sometimes they can be overdone," commented W. S. Blackstock, QM1, also of Laurel. "I swear we've had more inspections than drill nights during the past few months. Local, area, district, regional and, now, national. But I suppose that's only to be expected now that



'EYES HAVE IT'—Strange things go on in the minds of persons undergoing an inspection, as these photographs show.





**NO CHORUS LINE THIS**—White hats are lined up 'with socks exposed' during an inspection led by members of USNR National Inspection Reviewing Board.

we're one of the best outfits in the district."

Like Wilson, most enlisted Naval Reservists—and Regular Navy men, too—endure a few moments of acute mental anguish as they sight, out of the corners of their eyes, the approach of the inspection party. Shortcomings are rapidly reviewed and resolutions for the future are formed in wholesale quantities. Most clench their jaws firmly and break out in fine beads of perspiration. Some become utterly speechless when addressed; others have been known to faint from the tension.

There is, however, much more to such an inspection than that suffered by the enlisted personnel. Most of it goes on backstage, so to speak. It's much the same whether the inspection is in *USS Iowa* or in Beaumont, Texas. Take the latter case.

By the time the Reserve unit is

mustered for inspection, station-keepers and officers of the unit have spent several exhausting hours while the inspection party makes a comprehensive tour of the Training Center. They consider the appearance of the officers and enlisted personnel on active duty, the condition of the physical plant, the administrative procedures followed, the methods of bookkeeping, the effectiveness of the training programs, and make an inventory of materiel on hand. If all is not as it should be, an explanation is demanded. Little wonder that the CO of an inspected unit gives a deep sigh of relief as he sees the party safely explained for their next stop.

The state of mind of the somewhat rattled commanding officer who, at the moment of presenting his division for inspection reported: "Two hundred three officers and 15 enlisted personnel present and ac-

counted for, sir!" can better be appreciated when it is realized that, in addition to the elements listed above, the inspection party also wants to know details about the division's on-board strength, attendance, performance of annual training duty and advancement of rating of each of his men.

Under the rules introduced for the first time this year, it is these four latter factors which determine the standing of a Naval Reserve unit in relationship to the other divisions in their respective programs. The relative standings, computed on a statistical basis, will determine which unit is chosen as the best in the country.

Trophies are awarded the best divisions, and competition for the honor is keen.

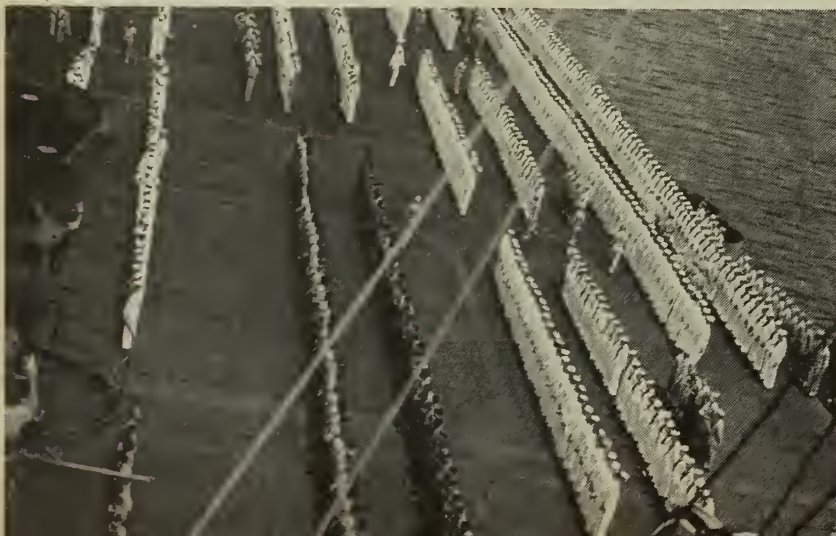
Although such awards will be made on the statistical basis described above, inspections will continue to play an important part in determining the condition and health of the Naval Reserve.

"You might look on us as something like bank examiners," explained Captain Teall. "We can add up the figures in Washington, but we find it advisable to go out in the field and count the cash. The cash, in this case, is one of the most important resources this country has—the members of the Naval Reserve."

The value of a Naval Reservist is determined, to a large extent, by the training he has received. Methods, techniques, and use of training aids are carefully scrutinized by the inspection board to make sure that the two-hour weekly drill period is used to best advantage. Of a typical five-man inspection board, two members are experts in training. During the regular class period following inspection, however, all members of the board visit classrooms, listen to lectures and observe teaching techniques.

During the general critique which follows the routine drill meeting, administrative personnel of the Training Center are frequently in for a difficult time when members of the Inspection Board report their findings. At times, these reports tend to become lengthy.

Members of the inspection party are trained, for example, to analyze discrepancies in BuPers Report 1080-14, the master list compiled by PAMI which contains much of the relevant data concerning the operation of a Naval Reserve unit. In ad-



**OFFICERS AND MEN** of aircraft carrier stand by for inspection at sea. Regular inspections promote good discipline, pride in uniform and in the Navy.



dition, receipt and filing of current BuPers Instructions and Notices are checked. Service jackets of enlisted personnel are selected at random, then inspected to make sure that entries are properly made and signed. The Drill Attendance Report (NavPers 501A) is compared with the Quarterly Naval Reserve Drill Report (NavPers 1259). On-board count is confirmed to make sure that personnel total is within the allowance of the division. Personnel Diaries (NavPers 501), Personnel Accounting Cards (NavPers 500) and Roster of Officers (NavPers 353) are analyzed in detail. The Welfare and Recreation Fund is checked to insure that it is operated in accordance with instructions.

However, such critiques are not all one-sided. Members of the local units want to know what's going on in Washington, and why. Over-all and detailed policies of the Naval Reserve come under close scrutiny and the criticisms and suggestions made concerning them are, at times, devastatingly frank. Even those members of the inspection party best qualified to supply the answers are frequently hard pressed as a result of searching questions put to them.

"Such critiques are invaluable," says Captain Teall. "Not only are we able to discuss policies and procedures in an informal, off-the-record manner, but we are also able to get the personal viewpoints of the men who are actually working in the field. Such a meeting helps establish an invaluable relationship. We are better able to understand their problems and, we hope, they are able to understand better the problems we face at headquarters.

"The inspections themselves have a similar value. We are able to weigh and evaluate those intangibles which can never be shown through official reports."

There's a lot more to an inspection than appears on the surface. It's hard work both for the inspected and the inspectors. But it's worth it. Next time you fall in for an inspection, just remember that you're taking part in a long tradition that has done much to maintain the high standards of the Navy.

And if you're uncomfortable and uneasy while you're waiting, it might help if you were to remember that members of the inspecting party undoubtedly have trouble keeping their shoes shined and ties straight, too.



**MILITARY TRAINING** section of Little Creek's I&E office maps out training courses, study plans to assist petty officers in training non-rated sailors.

### *I & E Program Helps Sailors Get More Education*

Old salts who used to think the "three Rs" meant "rocks, reefs and ratlines" would be out of place in today's Navy, where a majority of sailors are enrolled in some study course or continuing their studies on their own time. For example, a three-fold program involving technical training for the Navy, educational advancement for the individual Navyman and base orientation for new personnel is operating under a "full head of steam" at the Information and Education Office, Amphibious Training Command, Little Creek, Va.

Petty officers are taught how to

help the men under them prepare for advancement. POs are given a course outline to follow, suitable texts, and are kept abreast of the fleet school program.

Courses ranging from elementary school subjects through college work are available to all interested personnel. Men can study all sorts of subjects, such as art, woodworking, history, literature—even Hindustani.

The Amphibious Training Command's I&E staff, recently commended by BuPers for its good work, also provides an orientation program for newcomers to the base.



**LIBRARIAN** helps 'frogman' pick training manuals from among library's 6000 volumes relating to Navy training, education for individuals.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

"HELL ROARER," a new device that provides an intense continuous light source for taking night aerial photographs is being developed for the Air Force.

Given its name because of the roar emitted when in operation, the device enables the taking of night aerial photographs by special cameras at low altitudes and high speeds.

The mechanism is contained in a 12-foot torpedo-like cylinder which is attached to the wing of a reconnaissance airplane. It burns atomized magnesium powder which puts out an intense light of about 10 million candlepower. The pilot controls the Hell Roarer, turning it on and off as required or jettisoning it if anything goes wrong.

The idea behind the device was conceived by the Air Force in 1949 and development work began soon after. The first flight test was made late in 1951.

★ ★ ★

AN EXPERIMENTAL WRIST RADIO, able to pick up broadcasts within a range of 40 miles, has been developed at the Army Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Dubbed the "Dick Tracy," the two and five-eighths ounce radio is worn on the wrist like a watch. Its Lilliputian size is made possible by replacing the conventional vacuum tube with five tiny "transistors" and by other miniature components.

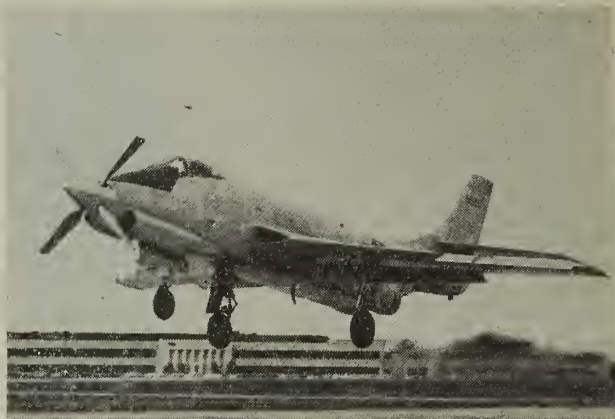
In addition to the small size of the transistors, their low power requirement makes it possible to power the set with a mercury battery little larger than the tip of a pencil. The "wiring" is made up of printed circuits produced by an etching process.

A short antenna wire and a cord connect the radio with the hearing aid type of receiver worn on the ear or concealed up the user's sleeve. A switch is pushed to turn the radio on. A knob on the face of the set is used to select stations or frequency.

The set has been operating on a tuning range of 1000 to 1500 kilocycles, or about one-half the standard broadcast band.



ARMY'S "Dick Tracy" wrist radio, with tuning range up to 1500 kilocycles, brings in broadcasts 40 miles away.



TAKE-OFF with feathered prop is demonstrated by the new XF-88B supersonic-type propeller research airplane.

SUCCESSFUL FIRST FLIGHTS of a plane to be used as a "flight test bed" for research on supersonic-type propellers, have been announced by the Air Force.

The flights were made by the Air Force with the cooperation of the Navy's Bureau of Aeronautics and the National Advisory Committee for Aeronautics.

The "bed," actually an aircraft, XF-88B, is a modification of the Air Force's XF-88A Voodoo, a twin-jet fighter bomber.

In addition to the aircraft's regular powerplant of two turbojet engines, the XF-88B is equipped with an XT-38 turboprop engine which powers a single propeller. With afterburners, the jet engines can each develop about 4000 pounds of thrust.

Three propeller speeds will be tested successively with propellers of about 10, seven and four foot diameters, in various combinations of two, three and four blades.

In the initial flight takeoffs, to be conducted by NACA at Langley Air Force Base, Va., the propeller will be locked in position until the jet powerplant has carried the XF-88B to 20,000 feet. There the initial turboprop "light-off" will be made.

★ ★ ★

SOLDIER-SCIENTISTS at the Army's Southeastern Signal School, Camp Gordon, Ga., are learning their way through a maze of vacuum tubes, resistors, condensers and webs of wiring that make up radiological warning devices. These student-mechanics are taking an Army course called RADIAC (Radio Activity Detection and Identification).

Teaching its students to meet the demands of this highly specialized field, the course begins by giving them a background in physics and the nature of atomic energy and radiation. Practical mechanical training follows. The course is staffed by seven specially-trained soldiers including two electrical engineers, a TV technician, an industrial engineer, a chemist, and two physicists.

Touring the classrooms of this atomic-age technical school, you see modern radiological equipment on display. On the walls are charts which explain the atomic theory simply and directly. There are tables filled with widely varying types of Geiger counters and dosimeters

(instruments which measure total radiation dosages). They range in size from that of a large automobile battery to that of a mechanical pencil.

Students disassemble the instruments to straighten out "bugs" contrived in them by instructors. In seeking out performance flaws and correcting them over and over, soldiers develop know-how quickly.

★ ★ ★

A "TURNTABLE" RADAR SET with a rotating base for standard Ground Control Approach systems (GCA), is being developed by the Air Force. GCA is the radar device for finding, and then guiding, aircraft to safe landings under conditions of zero visibility.

By automatically aligning itself to the proper runway at the push of a button, the turntable will enable an air base to provide GCA facilities on several runways with only one radar set. This will eliminate the necessity of moving radar sets from one position to another each time the direction of landing aircraft is changed.

The turntable consists essentially of a rectangular platform mounted on a ring, which in turn is supported by rollers on a concrete foundation. When mounted on the turntable, it can be rotated 340 degrees in three and one-half minutes. In the past, about a half hour was required to move a radar set from one runway position to another.

★ ★ ★

A SIDEWAYS-TRAVELING TUGBOAT has been developed by the Army Transportation Corps at its Research and Development Station, Fort Eustis, Va.

Designed primarily to move barges carrying military cargo in inland waterways overseas, the new boat is propelled not by propellers by two rotating discs built into the bottom of the stern. Vertical blades projecting from the discs control movement of the tug in any direction, thereby eliminating the need for a rudder.

The 120-foot vessel is powered by two 1000 h.p. engines.

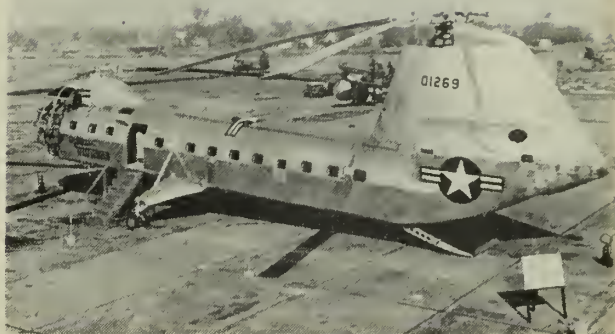
★ ★ ★

THE U. S. COAST GUARD now has a new type, steel-hulled patrol boat for use in port security and search and rescue work. Designed and built by the Coast Guard, the new 95-foot cutters will gradually replace the older 83-foot, wooden patrol boats.

This is the first general duty craft to be built by the Coast Guard itself since the end of World War II. The new craft combines all the latest developments in ship construction, navigational aid and comfort for the 15-man crew. The boat's four diesel engines deliver 2200 horsepower through twin screws and give the 95-ton vessel a top speed of 21 knots with a cruising range of 1500 miles.

Equipment includes radio direction finder and radar, fathometer, gyro compass and loran receiver, modern ordnance and space for depth charges. Crew's quarters have mechanical ventilation with individual thermostatic heat control in each compartment, heat and sound insulation, fluorescent lighting, improved showers and mess facilities, and attractive color schemes. The cutter is fire resistant throughout.

Twelve cutters are completing their two-week shakedown period at Norfolk, Va. Upon completion, three will remain at Norfolk for port security duties. Others will be assigned to ports on the East and West Coasts.



GIANT 'copter, YH-16 Transporter, carries 40 troops, 32 litter patients or three jeeps. Note ramp under tail.

ONE OF THE LARGEST HELICOPTERS designed for operational use is the Air Force's YH-16 *Transporter*, now undergoing ground tests at Philadelphia International Airport, Pa.

With a fuselage nearly 78 feet long, the aircraft weighs better than 15 tons. This is more than twice the weight of the largest helicopter in service today—the 20-passenger H-21 *Work Horse*.

The *Transporter* is also faster than the *Work Horse*, which recently set an official world record of 146.7 m.p.h., and has 82-foot, all-metal blades.

America's first tandem twin-engine transport helicopter, the *Transporter*, can carry 40 fully-equipped troops, 32 litter patients or three jeeps.

Another feature of the *Transporter* is a cargo "pack" that fastens onto the belly. The pack can be loaded and unloaded or moved about on the ground independent of the helicopter, much like a truck trailer. When equipped with the pack, the *Transporter* uses a special landing gear that raises its fuselage to a height of 10 feet off the ground.



NEW, steel-hulled, 21-knot, Coast Guard patrol boat goes through paces during shakedown at Norfolk, Va.





MEN ON TROLLEY shift models on sand table. Below: Model landing craft 'circle,' preparing for the 'assault.'



DIAGONAL view of sand table emphasizes realistic detail of ships, craft, shore emplacements and beach markers.

# War in a Sand Box

ONE of the most important devices used in teaching techniques of amphibious warfare on the West Coast is a fancy pile of sand.

Located in the model loft at the U. S. Naval Amphibious Base, Coronado, Calif., is a "sand table" maintained by the Training Aids Section to instruct personnel in the techniques of an assault landing.

Demonstrations are presented every two weeks to give instruction to officers and men of all services. Each demonstration attempts to give the observer a clear picture of all the elements of a ship-to-shore operation, including air and naval gunfire support. In addition, shore party logistical supply procedures are presented.

In order to make the demonstrations as realistic as possible, a contoured and painted beach area is modeled in sand. Model trees, highways and buildings are installed and scale models of amphibious ships and landing craft are employed throughout the demonstrations. Narrators explain all the movements on the sand table and give a running account of the action as it takes place.

Through the use of scaled models, reconnaissance and close air support planes fly overhead, LSMRs and destroyers fire on the beaches, enemy materiel and emplacements are exploded, flame throwers spurt lethal fire, naval gunfire destroys enemy pill boxes, and a shore party group is set up on the beach to furnish initial logistical support for the amphibious assault.

Within two hours the entire landing (including pre-D-day reconnaissance and UDT activities) is completed.

In addition to the permanent sand table at Coronado, there is a portable unit for use in the Far East. So far, this unit has been used with a great deal of success for training presentations in Formosa, Japan and Korea by mobile teams furnished by the Troop Training Unit, Pacific.

More than 20,000 service personnel have observed the two-hour presentation of the regimental combat team assault landing on the sand table at Coronado, and thousands more have benefited by the demonstrations given by the mobile teams.—First Lieutenant Guy S. Miller, USMCR.





# LETTERS TO THE EDITOR

## Payment of POW Claims

SIR: In your article on payment of POW claims in the August issue of *ALL HANDS*, p. 45, the statement was made that claims were now being paid (at the rate of 2500 per week) in accordance with a law stating that *additional* compensation of \$1.50 per day would be paid to Americans held prisoner and subjected to enforced labor.

Has the War Claims Commission started to make payment again? I understood that funds to make the payments were all spent by last May and that there was a bill before Congress to appropriate additional funds. Is this so?—F. E. P., QMC, USN.

• *Payment has started again. Before adjourning, Congress authorized continued payment of the POW claims under Public Law 303, 82nd Congress. The War Claims Commission is now paying these claims. These funds were obtained from sale of enemy vested properties in the U.S. It is expected that all claims of Ex-POWs will be paid by Christmas of this year.*—Ed.

## Flying Flag When CO Is in Boat

SIR: There has been considerable discussion here about when to fly the ensign in a boat in which a commanding officer is embarked.

Navy Regs says that a flag is flown when a commanding officer is in a boat "of his command or in one assigned to his personal use."

But one Navy training course, "Boatswain's Mate 3 and 2," says any time during daylight when a boat is carrying a commanding officer.

How about that?—H. B. H., BMC, USN.

• *Good point, Chief, and one that the next revision to the Boatswain's Mate training course will explain a little more fully.*

Navy Regs (Art. 2166), as usual, is your best guide. The National Ensign will be displayed only when a commanding officer, in uniform, is embarked in a boat assigned to his command or for his personal use.

A boat of another command, carrying a commanding officer on an unofficial occasion, should not fly the National Ensign.

Suppose, for example, that a commanding officer, returning to his ship from shore leave, is offered a ride in a boat of another ship. The Ensign would not be displayed.

However, should the skipper be coming back (in uniform) in one of his own ship's boats (even in one assigned from a boat pool), up with your ensign!—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, *ALL HANDS*, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Hash Marks Again

SIR: Is there any such regulation stating that an enlisted person is eligible to wear a "Hashmark" after completing 3½ years of Naval service? Does the time spent in the 'Ready Reserve' (not on active duty with a component of the regular Navy) count toward the requirements for the Navy Good Conduct Medal?—J. A. S., SN, USN.

• *According to U. S. Navy Uniform Regulations, Art. 1202.6, enlisted personnel shall wear one service stripe for each full four years of service. To be eligible for the Good Conduct Medal, you must have performed three years' continuous active duty as an enlisted person in the Regular Navy or Naval Reserve. For service ending on or after 15 Aug 1945 you must have received no convictions by court-martial, have no more than one lesser offense, have no sick misconduct, no mark in conduct less than 3.8, and a final average of not less than 3.5 in proficiency.*—Ed.

## How Old Are Service Records?

SIR: One of my shipmates and I have had a difference of opinion on service records. He says that service records were opened and maintained on personnel from about the year 1900. I say that they have been maintained since the Civil War. Who is right?—S. B. L., YN3, USN.

• *You decide—here are the facts: Individual service records for enlisted men of the Navy have been maintained since 1885. Prior to that, from 1846 to 1885, the records of all enlisted men in the Navy were maintained on cards, rendezvous reports and muster rolls.*

*The practice of maintaining a Bureau jacket for each enlisted man in the Navy was adopted in 1885.*—Ed.

## Topside Canvas

SIR: Is white topside canvas authorized on Navy ships today?—Z. T. E., QMC, USN.

• *During World War II topside canvas was treated with a fire retardant preparation that was gray, for camouflage. Topside canvas is treated for weather resistance as well as fire retardance, by the way. These camouflage measures are still in effect in the Fleet.*

*Therefore, only gray canvas paint is available in standard stock—except for orange which is used for painting life preservers. White camouflage is not now authorized.*—Ed.



VERSATILE VESSEL—USS Quapaw (ATF 110), shown moored at Sasebo, Japan, is fully equipped to carry out diving, salvage operations, and act as firefighter.





**FITA FITA GUARD** of Samoa was disbanded after 50 years of service. Many of its members decided to serve in Regular Navy. Here, Fita Fita band 'sounds off.'

#### Rotation for OCS Graduates

SIR: What can OCS graduates expect in their three years of active service in the way of duty rotation?—R. W. W., ENS, USNR.

• There is no specific policy applying strictly to Officer Candidate School graduates on rotation duty. A normal tour of duty in one assignment is considered to be two years.

Frequently, it is necessary to rotate some junior officers to other duties before they complete two years in their first assignment. Officers are rotated to meet the needs of the Navy incident to hospitalization of officers, training requirements, release of Reserve officers, and so on. In a few cases, OCS graduates will probably remain in their first duty assignments for the full period of their obligated service.—Ed.

#### Addressing COs and Execs

SIR: A question has come up as to the correct way to address an executive officer of a ship when his rank is lieutenant commander or below.

For example if a lieutenant is in command, we know he should be called "Captain," but if a lieutenant (junior grade) is his Exec how should he be addressed?—M. E., DK3, USN.

• In oral communications, officers of and above the rank of commander are always addressed and referred to by their titles, as "Admiral," "Captain," "Commander Jones." Officers below the rank of commander are addressed as, for instance, "Mister Hale," and in the case of officers of the Medical or Dental Corps, as "Doctor Hale." It is generally considered improper to address a lieutenant commander as "Commander."

Aboard ship or on any naval station, there is only one "Captain," the regu-

larly assigned commanding officer, regardless of his rank. The phrase "The Commander" is used to designate the executive officer of the ship or station and him only. Other captains and commanders attached to the ship or station should be addressed by rank and name.

However, the executive officer of a ship or station, below the rank of commander, should be addressed as "Mister Hale."—Ed.

#### From EM to Admiral

SIR: We are wondering if it would be possible for you to let us know how many enlisted men have advanced to the rank of Admiral in the history of our Navy. We should also like to know, if the information is available, their names.—J. E. L., YN3, USN.

• The Naval History Division tells us that 33 flag officers are on record as having had enlisted service. Not in all cases, however, did they come all the way up through the ranks and in many cases their enlisted service was brief. That is, many of them did not pass through the several enlisted grades for various reasons: some were discharged, completed school and reentered as officers; some became aviators and were commissioned; and some were appointed to the Naval Academy from the fleet.

There are, however, five admirals who came up "through the rates": RADM Archie A. Antrim, SC, USN; RADM Gerald A. Eubank, SC, USNR (Ret.); VADM Charles W. Fox, SC, USN (Ret.); RADM Henry Hartley, USN (Ret.); and RADM Giles C. Stedman, USNR (who had Coast Guard enlisted service.)—Ed.

#### Fita Fita, Barefeet Navy

SIR: What ever became of the Fita Fita Guard they had on Samoa until recently?—S. J. A., YN1, USN.

• After 50 years, the Fita Fita Guard of Samoa, was disbanded in 1951. With the administration of American Samoa turned over to the Department of the Interior by the Navy Department at that time, all naval activities, including the Guard, were discontinued.

Guard members were given the option of enlisting in the Regular Navy or of returning to civilian life. Eleven were eligible for transfer to the Fleet Reserve. Ninety-eight elected to serve in the Regular Navy and were transferred to shore billets in the Central Pacific area.

The Fita Fita came into existence in 1900 when 50 Samoan natives were enlisted as "landsmen" in the Navy. "Fita Fita," incidentally, is Samoan for "brave."

The Polynesian sailors formed a useful police body and acted as guards, prison keepers, interpreters, orderlies and messengers. A Marine Corps staff sergeant was the unit's NCO-in-charge. His assistant was a Samoan chief boatswain's mate.

Most members were seamen, boatswain's mates, gunner's mates, carpenter's mates (when this rating was current), machinist's mates, yeomen, radiomen, ship's cooks, pharmacist's mates, cooks or stewards. However, several were musicians and formed the Fita Fita band, a unit led by a Navy Chief Musician.

Incidentally, a former Navy lieutenant commander, Richard B. Lowe, USN (Ret.), has recently taken office as the new civilian Governor of Samoa.—Ed.

#### Shorthand for Yeomen

SIR: A good many yeomen have difficulty learning shorthand and once learned never get a chance to practice it under actual working conditions.

Why can't the qualifications for advancement for yeomen be broken down into two sections such as Yeoman-Typist and Yeoman-Stenographer?—D. E. C., YNT, USNR.

• The Personnel Analysis Division of BuPers is making a comprehensive study to determine the degree to which shorthand requirements should be reduced.

The Rating Structure Review Board which convened at the request of the Chief of Naval Personnel in the spring of 1952 studied many rating structure problems, including shorthand requirements, and recommended that shorthand be removed from YN qualifications and that Navy enlisted classification codes be utilized to reflect the skill-level of yeomen qualified in shorthand.

The Personnel Analysis Division is studying the needs for shorthand in specific billets. Upon completion of this study, probably by early 1954, you should know the results.—Ed.





SAILORS' neckerchiefs were first used to protect uniform from tarred pigtails—the style in bygone days.

Stripes, Buttons and Neckerchiefs

SIR: We have quite a discussion going, the subject being the origination of the bluejacket's uniform. One side claims that the three white stripes on the collar represent three battles of the English admiral, Horatio Nelson, the neckerchief in mourning for his passing, and that the thirteen buttons on the trousers represent the original Thirteen Colonies.

The other fellows in on the discussion claim that this is not so. They say this story is just long-standing Navy scuttlebutt. What are your views on the subject?—J. S., TMC, SS, USN.

• The idea that the three stripes on the collar of the EMs dress blue jumper symbolizes the three major victories of Admiral Nelson is shared by others, but

the BuPers Uniform Board can find no confirmation in the old records. Here is what the Board says:

"Stripes were first authorized in the 1866 uniform regulations which prescribed that petty officers, seamen and first class firemen should wear three rows of white tape; ordinary seamen and second class firemen, two rows; and landsmen, coal-heavers and 'boys,' one row. These stripes were abolished in 1869 but authorized again in 1876—all enlisted men to wear three. This order has continued to the present day. The stripes, however, are purely decorative.

The black neckerchief came into use because in the early days of the Navy sailors oftentimes wore their hair clubbed and tarred. To protect their uniforms they were permitted to wear bandanas and early in the 19th century, black handkerchiefs or neckerchiefs were prescribed.

There is no authentic source to prove that the thirteen buttons on EM trousers stand for the original Thirteen Colonies. As a matter of fact, prior to 1894 the EM trousers had only seven buttons. It is probable that the change to thirteen was simply for symmetry of design since the broadfall front was enlarged at that time.—Ed.

Suit-Type Uniforms for EMs

SIR: I see that the Army now has a dress blue uniform for EMs. That leaves the Navy and Coast Guard as the only branches of the armed forces that do not have a conventional suit-type uniform that may be worn with a white shirt and bow tie at formal functions without embarrassment or discomfort. What is the Navy doing about this situation?—M. L. L., YN3, USN.

• Toward the end of World War II there was considerable comment on the need for modernizing the EM uniform.



COLLAR STRIPES for enlisted men serve a decorative purpose; legends have given them added significance.

Many recommendations favored an officer-type uniform. As a result, the Permanent Naval Uniform Board studied the problem and developed a uniform which seemed to meet the requirements.

A considerable number of enlisted men tested the uniforms and submitted letters giving their opinions of it. An overwhelming majority of regular Navy EMs did not desire the change.

As to your social activities, Article 0135 of Navy Uniform Regulations authorizes men to wear civilian clothing on leave and liberty ashore. A civilian business suit or tuxedo or evening dress, with white shirt and bow tie, would answer any requirement for formal social occasions.—Ed.

...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



### Thief Knot Is Knot a Granny

SIR: In the September 1953 issue of *ALL HANDS*, on p. 31, you have an item that refers to a Thief knot, but you conclude the item with a statement that it's a Granny knot. A Thief



Thief Knot

knot resembles a Square knot in every way except that the two bitter ends are on opposite sides. Although it resembles a Square knot, a Thief knot will not hold when strain is placed on the two ends forming the bight.—A 1914 Boot.



Granny Knot

SIR: I heard a different version of the Thief knot story. In the story I heard, the skipper owned a sea chest he secured with a Square knot (I can't comprehend any competent seaman using a Granny knot, as you state). Discovering that his chest was being pilfered and retied to conceal the theft, the skipper mustered the crew and directed each man to tie a Square knot. The thief betrayed himself with his unique "Square knot."—F. M. S., QM1, USN.

SIR: In your September issue, you say that the Thief knot is a Granny knot. That's "knot" the way I heard it. The Thief, or Bread knot, was



Square Knot

used to tie bags of bread and thus detect sneaky pursers, as you wrote. But the Thief knot, although square, has the bitter ends on opposite sides while a true Square, or Reef knot, has the bitter ends on the same side of the square.

So you can see that a purser, not being as handy with his marline-spike seamanship as the skipper, would be hard put to it to tell the difference between the two knots. The bitter ends make the difference, of course.—L. R. A., LTJG, USNR.

• *Knots to us.* *ALL HANDS* has received many letters on this subject and the accompanying illustration should set all hands straight. Congratulations to our many eagle-eyed readers.—Ed.

### Why Take Two Exams to Advance?

SIR: (1) I took the examination for chief and passed but was not advanced in rating. Now I must take it again. Why can't the Navy give credit for examinations previously passed?

(2) In connection with my rate of CS1, I am serving on a small ship and when drawing supplies must accept whole case lots of meat. My freeze box isn't large enough to carry this much meat and accordingly some of it spoils. Why can't "broken" case lots be issued? Also why can't a small size (15 lb.) deep fat fryer be made available so that small ships could vary their diet?—L. B. H., CS1, USN.

• (1) *The service-wide examinations for advancement in rating have a two-fold purpose; to determine personnel who meet the minimum requirements for the next higher rate, and to select those who are best qualified to attain the next higher rate.*

*To accomplish these aims, it is necessary that all eligible persons take the same examination so a comparative standing can be determined at that time. As you know, you get credit for each extra year of service in the multiple computation on which advancements are based.*

• (2) *Your inquiry regarding issuing "broken" case lots of meat has given impetus to BuSandA consideration of this problem and you will in the near future be able to draw only what is required, as you suggested.*

• *Also, BuSandA has had under consideration the inclusion of a 15-lb. deep-fat fryer in small ship allowances and if specifications are approved it will become a standard stock item.—Ed.*

### Studying Abroad Under G.I. Bill

SIR: Does the new Korean G.I. Bill allow veterans to attend schools in Europe? Is there any allowance provided for transportation to and from the school selected? Where may I obtain a list of accredited schools where a veteran may enroll?—L. A. S., YN3, USN.

• *Start boning up on your foreign language because the new bill, as did the old one, says you may select a program of education at an "accredited" foreign educational institution which will accept you as a student.*

*There is, however, no money allowance made by the Veterans Administration for the purpose of transportation. You are also advised to take along enough cash to provide for tuition, books, supplies and living costs for at least two months, since the VA allowance is not provided until after the end of the school month when the educational institution has submitted a report to the VA to the effect that the veteran has actually attended the school.*

*For information on accredited schools available, contact a local Veteran's Administration office.—Ed.*

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Hancock (CV 19—now CVA 19)*—All members of Air Groups 6, 7 and 80, and members of the ship's company who are interested in a reunion to be held in Chicago, Ill., during the summer of 1954, contact Wm. P. Colleran, 7623 N. Rogers, Chicago, Ill.

• *uss Montpelier (CL 57)*—Officers who served in this ship at any time and who are interested in attending a reunion in New York City in February or March 1954, please contact Joseph Cullman 3rd, 600 Fifth Ave., New York 20, N. Y.

### U. S. and Foreign Medals

SIR: Three questions have come up concerning interpretation of U. S. Navy Uniform Regulations:

(1) Should the United Nations Medal be considered a "foreign award" within the meaning of Art. 1925?

(2) Suppose someone received a decoration from the Republic of Korea roughly equivalent to our Legion of Merit or Bronze Star. Should it be worn junior to all U. S. decorations but senior to other awards, or junior to everything else, or senior to all other foreign ribbons but junior to all U. S. campaign and service medals?

(3) Under Art. 1522.3 of Uniform Regs, only five miniatures are worn. If a person possesses four U. S. decorations plus the usual array of campaign and service medals, does he wear the four U. S. and one foreign decoration in miniature, or does he wear the four U. S. decorations and the senior U. S. service or campaign medal?—P. W. R., LT, USN.

• (1) *According to Art. 1511 of the Uniform Regs, the UN Medal is not considered a foreign award. It should be worn next junior to the Armed Forces Reserve Medal, and the Philippine Liberation Ribbon should be worn after all American awards.*

(2) *Naval personnel who have been authorized by law to accept awards from foreign governments should wear them in the order of their receipt after all American awards.*

(3) *Normally he would wear the four U. S. decorations and the senior U. S. service or campaign medal. However, if he should attend a function at which it would be obviously proper to wear a particular foreign award which he may have, that award may be worn.—Ed.*



## Signed the Deck Log

SIR: On every ship in which I have served it has been customary to sign both the original and the carbon copy of the smooth log (NavPers 134). I have searched in vain for instructions covering this point. Should the carbon copy be signed and, if so, why?—H. J. B., LCDR, USN.

• *Signing the carbon copy of the smooth log is not specifically required by regulations. However, from the standpoint of custom and sound administrative practice, both the original and the carbon should be signed.*

*If the original is lost or destroyed while on its way to the Bureau of Naval Personnel, a signed carbon could assist the commanding officer in establishing the validity of entries.*

*Also, it is possible that a signed carbon might be admissible as documentary evidence in accordance with the Manual of Courts Martial.—Ed.*

## When Does Leave Commence?

SIR: Does leave start at the specified time on the leave paper or when a man actually logs out on the Quarterdeck? For example: A man's leave commences at 1615 on Monday and he logs out on the Quarterdeck at 0810 on Tuesday.—L. V. S., PN2, USN.

• *The time logged out by the OOD reflects the time of commencement of leave. Pertinent provisions in BuPers Manual, on which this interpretation is based are Art. C-6201; C-6402(3) (b)1; C-6316. It should be noted that leave expires at the time given on the leave authorization, regardless of time of departure.—Ed.*

## Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, ALL HANDS), and should include approximate publication date, address of shop or station, price per copy and whether money is required with the order.

uss *Bataan* (CVL 29)—A limited number of copies of *Bataan's* souvenir book covering the period of her "Third Far East Cruise" between 28 Oct 1952 and 26 May 1953 are now available. Copies may be purchased for \$3.50 (postpaid) by sending remittance to the Custodian, Recreation Fund, uss *Bataan* (CVL 29), Fleet Post Office, San Francisco, Calif.

uss *Tarawa* (CV 40)—A limited number of copies of the "World Cruise Album 1948-1949 of uss *Tarawa* (CV40)" are available. Copies may be obtained by request to Office of the Chief of Naval Operations, Division of Naval History, Navy Department Library, Washington 25, D. C.

## Navymen Retiring in Less Than 20

SIR: I've heard stories that unless a man does a full 20 years for retirement, he loses the right to trade in ship's stores and commissaries. Also, I've heard that he cannot enter a naval hospital for treatment. Is this correct?—R. E. B., MEC, USN.

• *A man does not have to do a full 20 years in order to have the right to shop at the Navy Exchange and commissary. The same goes for hospital privileges.*

*Here's what the Manual of the Medical Department, Art. 21-14, has to say: "Members of the Fleet Reserve and Fleet Marine Corps Reserve transferred thereto after 16 or more years of active service, who are not on active duty, may be admitted to any naval hospital for care upon application to the commanding officer and presentation of suitable identification."*

*Section 44302 (1), Item 3, of the BuSandA Manual authorizes sales at ship's stores ashore and commissary stores to be made to members transferred to the Fleet Reserve after completing 16 or more years of active service. The Navy Exchange Manual contains a similar provision with respect to patrons of Navy Exchanges.—Ed.*

## Training Courses Must Be Completed

SIR: Could a candidate for advancement be in the process of taking a mandatory Navy training course on the date that the exam for advancement is given or must he have completed the course in order to be eligible to take the exam?—A. E. T., YN1, USN.

• *A candidate for advancement should not be in the process of taking a mandatory training course for the rate in which examined on the date of a service-wide examination. You will see by looking at BuPers Inst. 1418.7 that, in order to be eligible to participate in a service-wide competitive exam, a person must be nominated and recommended. In order to be nominated, one of the requirements is completion of the required courses.—Ed.*

## Shoes, High and Low

SIR: I have noticed quite a few officers and enlisted men wearing Half-Wellington or Jet Boots as part of their uniform. Do present uniform regulations make any mention of this type of shoe?—H. E. S., EM1, USN.

• *Uniform Regulations states that officers' black or brown shoes shall be "made of leather, either high or low; laced type; shall be plain style without decoration. Half-Wellington boots and buckle shoes may be worn." Enlisted men's shoes "shall be black; made of leather; high or low, laced, blucher style, and shall have a plain toe without stitching."*

*There is no mention of any "Jet Boots."—Ed.*

# HERE'S YOUR NAVY

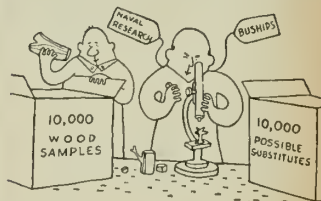
Even in this day of steel ships the Navy is concerned with wood. So concerned, in fact, that it is taking precautions to assure additional sources of high-grade timbers that are becoming increasingly hard to obtain.



The Navy uses white oak for its outstanding strength and bending properties as a framing wood. Teak from Asia is seemingly unexcelled as a decking wood because of its low shrinkage, durability and superior weathering qualities.

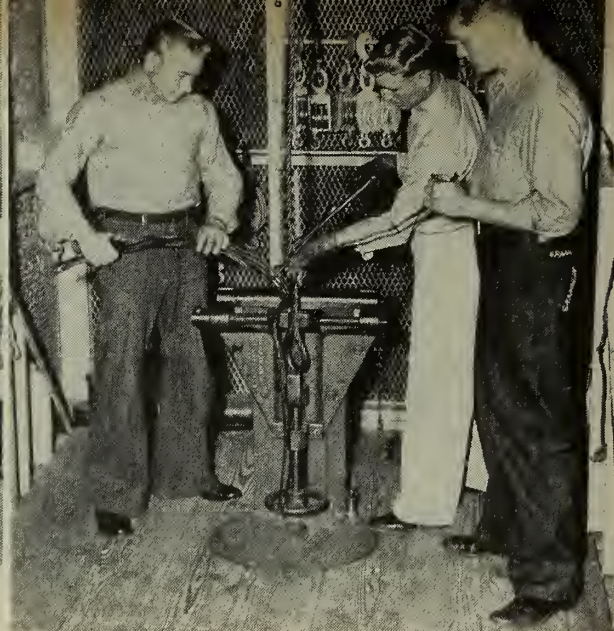
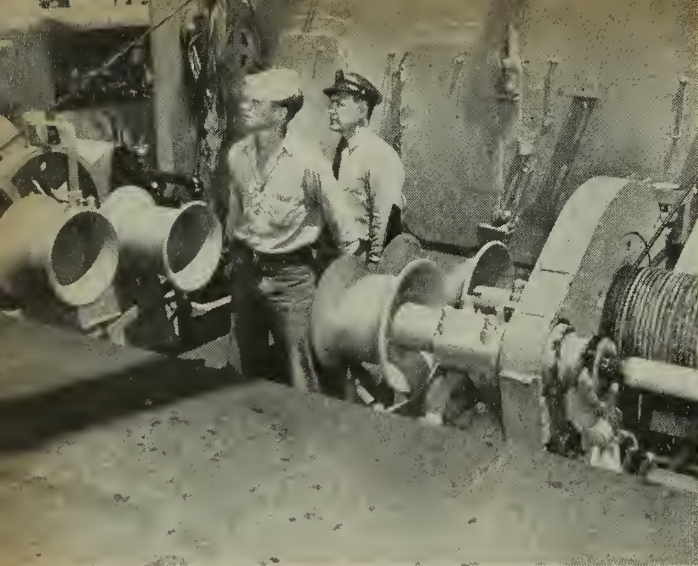


To find substitutes, the Navy, through its Office of Naval Research and Bureau of Ships, is testing various kinds of American tropical timbers to determine their resistance to fire and abrasion, resistance to marine bore attack, moisture absorption, resistance to weathering and other characteristics related to seasoning, paint holding, machining, gluing and steam-bending.



In the U. S., there are 1000 tree species of which only 90 are considered commercially important for lumber. But in the Western Hemisphere, particularly in its tropical forests, there are more than 10,000 kinds of trees. From these, researchers feel they will be able to find adequate substitutes for woods which have become difficult to obtain or which would be scarce in times of emergency.



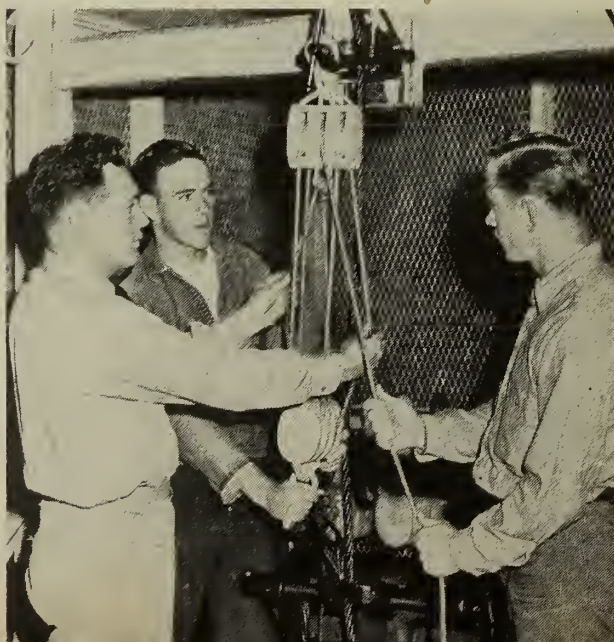


## Handled with Care

**T**HE finer points of shipboard cargo handling and cargo stowage are picked up by sailors in a special five-day course in cargo handling which is now being offered at the Freight Transportation School, NSC, Oakland, Calif.

After one short week of intensive training, the men are able to report back to their ships with a thorough knowledge of the fundamentals. It doesn't take them long to learn how to operate the gear safely and still get the most out of it.

Here are scenes showing a cross-section of the activities at the school: *Upper left:* White hat learns winch operation under watchful eyes of CPO instructor. *Upper right:* Chief boatswain's mate demonstrates 'Liverpool Splice' of wire rope to students. *Left center:* Steam-driven winch is operated by sailor 'on his own' after only one week of training. *Lower left:* Students attend class on safety. *Lower right:* Instructor checks students in the proper rigging of a three-fold purchase.





# How to Get the Word on Safety Precautions

A new Manual, *U. S. Navy Safety Precautions* (OpNav 34P1), now being distributed, brings widely scattered information on safety practices currently in use together into one volume of instructions.

A 500-page looseleaf volume with 25 chapters, the new Manual is a product of five years of study by the Safety Precautions Board that was established in May 1948 by direction of the Secretary of the Navy.

The precautions discussed in the new safety manual are intended for application throughout the Naval Establishment, both ashore and afloat and by military and civilian personnel alike.

The most significant feature of the publication is its functional makeup. When the Safety Precautions Board first worked on the problem of how to categorize safety precautions, it saw at once the futility of preparing a book divided into chapters according to bureau cognizance. Many of the safety precautions affect the interests and activities of several bureaus. Precautions relating to electricity for example, are woven through countless operating procedures. Measures for fire prevention turn up in all kinds of work. Housekeeping and sanitation applies everywhere. Frequently the same precaution, word for word, was found in documents issued by several bureaus and in Fleet directives.

Therefore, the structure for the volume is based on the kind of work done or duty performed, the machines operated, tools and materials involved.

Instead of a chapter on chemicals, the reader will find sections in various chapters on the chemicals employed or handled in given types of work. For example, chlorinated hydrocarbons are listed under cleaners and solvents in Chapter 14, hydrocarbon fuels in Chapter 17 and hydrochlorite solution (used in photography) in Chapter 23.

The introduction to the Manual points out that safety is a command function and that full responsibility for the safety of naval personnel is vested in the commanding officer. It is up to the CO to see that appropriate precautions are posted and that personnel are instructed in safety practices. With these needs in mind, the arrangement of the subjects in the book is designed to facilitate the preparation of safety training programs.

The chairman of the Safety Precautions Board has emphasized however, that *all* safety precautions are not included; that the publication is not to be taken as the "last word" in naval safety measures. In fact, he asks for comments and suggestions from any command which sees a way to improve the book. Revisions will be issued from time to time.

Official distribution of the Manual is being made by OpNav (Op284G). However, it will also be available to other interested individuals and agencies through the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at \$3.00 per copy.

Here is a brief run-down on the safety precautions covered, in the order the topics are discussed:

- *Materials Handling, Storage and Housekeeping*—General hygiene, housekeeping, and the handling and storage of materials. Included are safety precautions concerning vehicles used in handling of materials.

- *Aviation*—Line safety, hangar and shop safety. Also

includes operative equipment and inflight safety.

- *Land Transportation*—Locomotive, yard and shop safety. This chapter deals in detail with precautions in connection with motor vehicles.

- *Seamanship*—Handling of cargo and flammables aboard ship, fire prevention in power boats while fueling. Underwater operations, both submarines and diving.

- *Power Transmission*—Mechanical power transmission apparatus, in fired and unfired pressure vessels. This chapter also covers firerooms (afloat and ashore), and marine and stationary boilers.

- *Construction Site Requirements*—General safety precautions required on a construction site. Discusses steps necessary for fire prevention and proper handling of flammable liquids during construction.

- *Demolition, Clearing and Excavation*—Precautions involved in blasting and grading during demolition, clearing and excavation operations.

- *Weight Handling and Construction Equipment*—Safety precautions involving chains, hooks, sheaves, lines, cranes, and derricks. It also covers hoists, elevators, and equipment used in paving and concreting.

- *Scaffolds and Platforms*—Pole scaffolds, suspended and miscellaneous types of scaffolds, including illustrations of the different types and their safe use.

- *Welding and Cutting*—Use of welding equipment, personnel protection and operating precautions.

- *Woodworking*—Shop safety, sawmills and machines involved in woodworking.

- *Metal Working*—Machine shop safety, special machinery, foundries, forges and metal coating.

- *Refinishing and Protection of Surfaces*—Painting precautions, cleaners, solvents and abrasive blasting.

- *Piping and Plumbing; Sewage and Water Treatment*—Precautions associated with piping and plumbing and the plants involved in sewage and water treatment.

- *Portable Tools*—Hand and power tool safety.

- *Fuels and Compressed Gases*—Safety measures pertaining to hydrocarbon fuels, gasoline, coal, compressed gases and cylinders.

- *Electricity and Electronics*—Safety rules for working with electric equipment, circuits and electronics.

- *Radiological Safety*—On-the-job safety, working precautions, personnel protection, safety in specified areas, monitoring and decontamination, and transportation of radioactive materials.

- *Ordnance*—Safety measures concerning weapons and ammunition.

- *Medical Facilities*—Safety in the laboratory, hospital, and dispensary.

- *Research Facilities*—Fire and explosion prevention, personnel protection, laboratory equipment, electrical apparatus, chemical storage, handling of chemicals.

- *Photography*—Photo lab safety, use of supplies and film, and chemical hazards.

- *Commissary, Messing and Exchange Facilities*—Rules applicable to Navy exchanges, stock room, receiving room, commissary, butcher shop, galley, etc.

- *Refrigeration*—Personnel, equipment, plant safety.

Now, take a look at the following pages and see if you can locate yourself, or one of your shipmates. If you do, better bone up on *Safety Regs.*

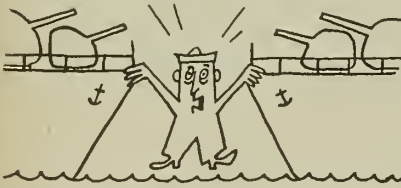




## SAFETY FIRST HA

**L**IBERTY Louie was all set for his first liberty in a U. S. port in two years. "San Francisco, here I come." So anxious was he to get ashore, in fact, that the closer he got to the gangway the faster he ran.

A small boat had just been low-



ered to take the liberty crew ashore but Louie didn't see it—or anything else.

Louie collided full force with the skipper, who was just stepping out of officers' country, sending him into a newly painted bulkhead. Thrown off balance himself, Louie slid along the deck toward the gangway where a welder was working on the rail. He hit the welder who fell back and in balancing himself lifted his torch and set fire to the OOD's trouser leg.

As the OOD hastened to put out the fire Louie balanced precariously on the side of the ship for one perilous moment before toppling into the small boat.

He hit with a thud, knocking the coxswain senseless into the bottom of the boat and sending the "stern hook" into the bay. As he struck the boat, Louie kicked the starter and the engine turned over with a roar. Then before anyone could do anything the stern line parted and the boat zoomed away from the ship as a "freshly painted" skipper and a "burned up" OOD shouted commands from the ship. Fortunately

Louie managed to straighten the boat out and slow it down before it hit a destroyer that was berthed nearby. He is now back aboard the ship with multiple bruises and a very long face. It will be a long time before he gets ashore again—a real long time.

Obviously "Liberty Louie" is a fictitious character, but there are a few guys like him who always learn things the hard way. Don't be like him—learn the rules of safety at sea and put them into good use *before* you get hurt.

To help division officers and leading petty officers get the safety word and pass it along to everyone in the division, the Navy has published a manual which contains a summary of



shipboard safety rules.

Titled *U. S. Navy Safety Precautions*, the volume contains 25 chapters that give a run-down on useful rules of safety afloat and ashore (see preceding page).

Here is a list of mythical characters who violate one or more of the rules of safety discussed in the new manual. As you glance at this "Who's Who" of safety lawbreakers, you may see yourself among them. If you do, better take a look at the manual and see what you're doing wrong—then do it right!

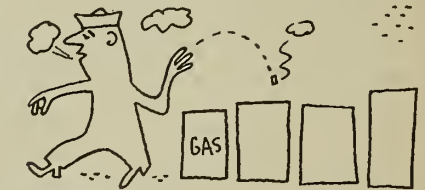
**Are you a Ladder Gadder?** — That is, do you try to race at break-neck speed down a ladder without

using the handrails? If you do, you're likely to end up in sickbay, no longer a lad to gad! Handrails are there to guide you down the ladder. Use them. True, they *can* provide a fast method of getting down a ladder during General Quarters, but you'd better make a few practice runs sometime when you're not in a hurry before you start taking several steps at a time.

**Do you think you're a Steel-Eyed Sam** — when you're chipping paint or working on a metal lathe? You do if you're the type of guy who never wears goggles to protect his eyes. Everyone who prizes his eyes knows that pieces of flying metal or paint can cause serious eye injury or even blindness. Put your goggles on—you may be glad that you did.

**Are you a Flammable Freddy?** — The kind of character who sleeps with a can of lighter fluid under his pillow, keeps cleaning fluid in his locker and smokes in his bunk?

Flammable Freddy needs to learn that containers holding flammables should be kept tightly closed, stored in a fire-resisting room that is well



ventilated and not exposed to heat, smoke, sparks, flame or the direct rays of the sun.

**Flammable Freddy it's often been said**

*Had a sad habit of smoking in bed*

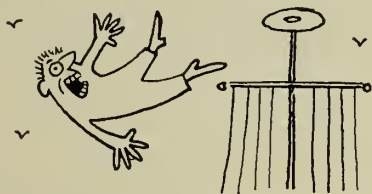


# LASTING EFFECT

*One night he caught fire  
And burned his entire  
Port section, fantail and head.*

**Are you a Hull Acrobat?** — That's a guy who works over the side without a life jacket and properly tied and tended lines. When a ship is in port and personnel are working over the side, life buoys with line attached should always be available. At sea, men are rarely required to go over the side except in an emergency, but when they do every man-jack should wear a life jacket and have safety lines around him. Remember, a slip from the ship can mean more than a dip!

**Are you a Night Sighter?** — If not, don't go running out onto the deck at night until your eyes have become accustomed to the darkness. When leaving a lighted area at night, walk carefully, measuring each step and holding onto the door with your hands until your eyes have become accustomed to the dark. If possible, pause for a minute before stepping out, shut your eyes and then open them after you have stepped outside. This will make it seem lighter outside. In addition, red goggles are



usually available.

**Are you a Hearse Nurse?** — That's a Navyman who tries to give himself treatment for an illness or injury rather than going to a corpsman or medical officer for aid. The doctors

and corpsmen are on your ship to take care of your health. If you become ill or suffer an injury—no matter how slight—go to them for treatment, even though you think you can “take care of yourself.” Go to sickbay and get treated by a man who really knows his APCs!

**Are you an Off-Shore Railbird?** — If so you'd better be sure you're a “sitting duck” as well, that is, you had better know how to swim. Sitting on the rail while a ship is underway is asking for trouble. You may fall over the side and be swept away before anyone can throw you a line. In port you might fall down onto the piling or between the ship and the pier and — —.



**Are you a Seagoing Hobo?** — If you are, you're flirting with danger. Flopping sleeves or trousers can easily be caught in gears or moving parts of machinery. If you're not careful, your sloppy or loose fitting clothes might be replaced by bandages and plaster casts.

**Are you a Wrong-Distance Jumper?** — That's a jerk who doesn't look before he leaps. When stepping into or out of a small boat from a pier or ship be sure that you move with the “roll” of the boat and that you step onto a secure platform. Also be careful not to over-estimate a jump. Don't try to jump further than an ordinary step. Remember:

*Sailors still mourn for the far-sighted  
creep—*

*Who rashly attempted an over-  
sized leap.*

*If he had jumped later*

*And his leap had been greater—  
He'd not now be asleep in the deep.*



**Are you an Eagle-Eyed Fleagle?** — who can look the flame of an arc welder's torch in the eye and never feel it? If you are, you're lucky because the glare of a welder's torch can cause painfully burned eyes. Smart welders wear shatter-proof, dark glasses to protect their eyes from the glare and flying metal.

**Are you a Compartment Cat?** — If you are, look out—that kind of curiosity can kill. Don't go into areas that have been closed off without ventilation until you determine whether flammable or explosive gases are within. It is necessary to assume that any closed space, blister, double bottom, tank, cofferdam, pontoon or void contains gases with poisonous asphyxiating or explosive qualities—until you can prove otherwise.

**Are you a Back-Breaking Ben?** — That's a bozo who carries the weight of the world every time he lifts something. When lifting anything, keep your back straight, bend your knees and let your leg muscles do the work. Ask for help when handling a heavy or bulky object. Don't attempt to lift anything when you are in an awk-







ward position or you might get hurt.  
**Are you a Hatch Hopper?** — He's the clown who goes around jumping over hatches rather than walking around them. If so you're probably



the type who falls through one every now and then too. If you're a Hatch Hopper you are one good reason why safety lines are rigged around cargo hatches. These safety lines are there to keep you from "cutting corners." Note: When hatches are open, care



must also be taken to insure that they are secured open. The regular prop or catch provided should be used.

**Are you a Greasy Deck Dan?** — That's the kind of bloke who spills fuel oil or gasoline all over the deck and leaves it for the next guy to swab. Such a practice presents a great slipping hazard even when a ship is in port; underway it is worse. Even if you walk through it carefully you will track it onto the ladders, making those too a fire hazard.

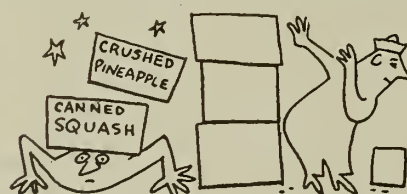
**Are you a Voltage Dolt** who gets a big charge out of electricity?—You are if you poke your nose around the radio shack, generator flats or switch-

boards when not assigned to them. There are signs placed in conspicuous places in areas where uninformed personnel might come into contact with dangerous electrical equipment. Severe shocks and painful burns have resulted when unauthorized personnel have taken it upon themselves to operate equipment with which they were not familiar. When the sign says "Keep Away" it means just that.

*When his fingers began to itch  
 Seaman Johnson threw the switch.  
 Though he lit up for miles—  
 His face broke into smiles—  
 For that was the end of his hitch!*

**Are You An Open-the-Door Richard?**  
 —That's a guy who never closes a hatch or door behind him. He doesn't realize that by keeping the compartments of his ship tightly closed he keeps himself and his ship safe by preventing the spread of smoke, fire, water or gases from one compartment to another.

**Are You Like Sol, the Sun-Worshiper?**—He's the kind of guy who just can't get enough sunshine. Every chance he gets, he lies in the sun hoping to get that Hollywood tan



but in most cases he ends up in sick bay. The powerful rays of the sun beating down on the head can cause severe headaches or sunstroke. When working in the sun for any length of time, keep your head and body

covered; when sun bathing or swimming avoid overexposure.  
*Oh, the sun shines bright on his bald uncovered dome,  
 The rays are so strong and so hot.*



*Just a few more beams and they'll plant him on the spot,  
 'Cause they can't ship a boiled lobster home!*

Even if you don't find yourself listed in the above "cast of characters," perhaps you know some of

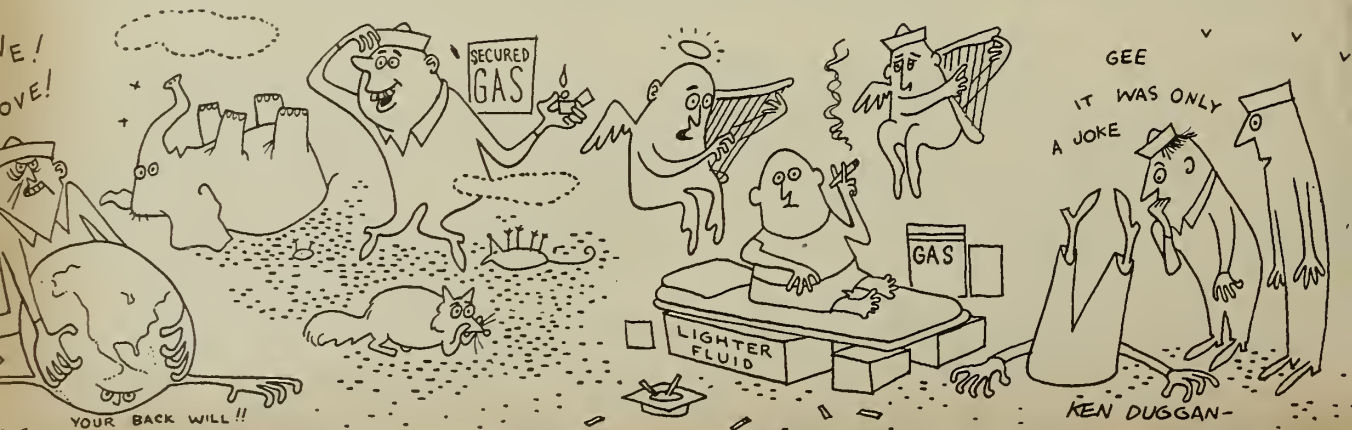


them and can steer them straight.

Safety is something that should not be taken for granted. It is with you every day in everything you do. Properly practiced, safety becomes almost automatic, but you still must be "safety conscious" about every job you tackle.

It is your duty to report any unsafe condition or equipment you consider unsafe to your division officer. You should also warn individuals you believe to be endangered by known hazards.

Remember that safety is everybody's business and business can always be better.—Ted Sammon.



# ★ ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★ ★

## Battle Efficiency Awards

Since the days of John Paul Jones, American bluejackets have been proud of their ability to out-shoot, out-sail, and out-shine the crews of their sister ships.

Some form of recognition has always been given for these feats. In today's Navy, it takes the form of the *Battle Efficiency Award*, given each year by type commanders to the top vessels in their class.

The Navy-wide *Battle Efficiency Pennant*, which in normal peacetime years is awarded to ships accumulating the highest number of points throughout the year, was withdrawn from competition after the outbreak of hostilities in Korea. In its place, type commanders give the Battle Efficiency Awards.

To win the award, ships compete by type in exercises, trials, inspections (material, supply and administrative) and administrative efficiency.

Here are the 1953 results of competition among destroyers and amphibious craft of the Atlantic Fleet, the only such competitions on which ALL HANDS has received information to date.

- *DesLant*—Winners of Battle Efficiency plaques are *The Sullivans* (DD 537), *Cotten* (DD 669), *Lowry* (DD 770), *Massey* (DD 778), *Hugh Purvis* (DD 709), *John R. Pierce* (DD 753), *Robert H. McCard* (DD 822), *Joseph P. Kennedy, Jr.* (DD 850), *Noa* (DD 841), *Everett F. Larson* (DDR 830), *Bordelon* (DDR 881), *Saufley* (DDE 465), *Robert A. Owens* (DDE 827), *Robert L. Wilson* (DDE 847), *Harwood* (DDE 861), *Snowden* (DE 246), *Melvin R. Nawman* (DE 416), *DeLong*



USS THE SULLIVANS (DD 537), of DesLant, is one of many proud winners of the Battle Efficiency Pennant awarded during 1953 competition.

(DE 684), *Harveson* (DER 316), and *Yellowstone* (AD 27).

- *PhibLant*—Winners in Atlantic Fleet amphibious force are *Sanborn* (APA 193), *Rankin* (AKA 103), *Rushmore* (LSD 14), *Bassett* (APD 73), *LST 722*, *LSM 397*, and *LSMR 512*.

## Bow Numbers Are Bigger

Its going to be easier to pick out the hull numbers of Navy ships in the future.

Six- and eight-foot numbers have been ordered painted on the bows of all but a few types of naval ships.

The larger numbers will enable quicker and more positive identification of the ships by other vessels.

## Dry Land Tugs

A combination of swift current, strong winds and a narrow winding channel set the stage for a rescue operation of a grounded LST by Seabees at Port Lyautey, French Morocco.

The LST had gone afoul of a mud bank that projects out into the channel of the Sebou River and was unable to get off without assistance.

The only tugs available were two light-draft boats of low horsepower and even these were unable to help because of lack of maneuvering room in the narrow river.

It was the kind of job the Seabees like, tough and requiring ingenuity. With the use of four bulldozers, two on each side of the river, the bulldozers pulled the LST from her mud bath. Then, by maintaining a strain on guy wires attached to the LST and using the wind and current, they guided it down river to a safe mooring at the Naval Air Facility docks where the ship was repaired and ordered back to duty with the Sixth Fleet.

Another "Can-do" job done by the Seabees.

## YESTERDAY'S NAVY

On 22 Dec 1775, Congress approved first list of officers for the Continental Navy. Esek Hopkins was named commander-in-chief, Ironclad Monitor sank in rough seas off Cape Hatteras Shoals, 31 Dec 1862. In December 1907, at Hampton Roads, Va., President T. Roosevelt reviewed the "Battle Fleet" just before its famous 46,000-mile world cruise. The fleet consisted of 16 battleships, all commissioned since the Spanish-American War, and six destroyers. Atlantic and Pacific Fleets were combined under the title United States Fleet, 6 Dec 1922.





## NATO Sea Maneuvers

Two large-scale maneuvers involving ships and aircraft of the NATO navies were held in recent months. Joint Exercise "Weldfast" was held in the Mediterranean while the larger Exercise "Mariner" was held across wide expanses of the Atlantic Ocean.

The two big exercises had their counterparts last year in two other exercises, "Castanets" in the English Channel and along the coast of England and "Mainbrace," held in the North Sea and along the coasts of Norway and Denmark.

In this year's "Weldfast," five fleets teamed up—the U.S. Sixth Fleet, the British Mediterranean Fleet, and the navies of Greece, Italy and Turkey.

Allied troops and planes also took part in the exercise which was held in the area stretching from Sicily to Anatolia in Turkey. It was the first large-scale NATO maneuver to be jointly directed by two major subordinate commands of SHAPE, Commander-in-Chief of Allied Forces in Southern Europe and the Commander-in-Chief of Allied Forces in the Mediterranean.

"Weldfast" was designed to test the readiness of the land, sea and air forces now mounted in defense of the Southern Europe and Mediterranean areas.

Out in the Atlantic, Exercise "Mariner" proved to be the largest international maneuver to be held since the end of World War II, larger even than last year's "Mainbrace."

Three hundred NATO navy vessels and 1000 aircraft took part. About half a million Allied servicemen, mostly sailors and airmen, were directly involved.

The combined fleet included ships from Belgium, Canada, Denmark, France, the Netherlands, Norway, Portugal, Great Britain and the U.S. In terms of size of forces committed, Britain had 117 ships of all types and 20 air squadrons; the U.S. 78 ships and 11 air squadrons; the Netherlands 30 vessels and three air squadrons; and France 25 ships and four squadrons.

In contrast to "Mainbrace," which came to a climax with an amphibious "invasion" of Denmark's Jutland Peninsula, "Mariner" emphasized the unspectacular but vital missions of safeguarding the sealanes and hunting-igning submarines, which, without con-



**CHAMPAGNE OVER THE ROCK —** Walter H. Moore, ET3, has the honor of christening USS Rock (SSR 274) after boat's \$6,000,000 conversion.

stant vigilance, could sever NATO sea lines of communication.

Emphasis was placed upon convoy protection, anti-submarine warfare, anti-raider operations and air defense. Ships, strung out over much of the Atlantic, fought short day and night "battles" to protect the convoys.

Exercise or not, "Mariner" had some of the hazards of a wartime operation. Several aircraft were lost at sea and two British ships, the cruiser HMS *Swiftsure* and the destroyer HMS *Diamond*, during a raider "engagement" collided causing damage to both ships and injuring 32 sailors. Both ships put into port for repairs.

Upon completion of "Mariner," some ships steamed on to relieve units of the Sixth Fleet in the Mediterranean for regular rotation. Others put in a brief liberty period in British ports before returning to the U.S.

## 100,000th Bainbridge Recruit

The U. S. Naval Training Center at Bainbridge, Md., has graduated its 100,000th regular recruit. The graduate was William S. Barnhart, SA, usn, who was also honor man from his company.

Since its reactivation on 1 Feb 1951, the Training Center has graduated more than 100,150 regular recruits and 6500 WAVE recruits. In addition, more than 20,000 men and women in the Naval Reserve have completed two-week training periods at the Center.

## Champlain Party

The aircraft carrier *uss Lake Champlain* (CVA 39) catapulted into its ninth year of life with a birthday party that also commemorated its first anniversary since it was re-commissioned last year.

After a late reveille, all hands watched athletic games that were followed by a pie-sliding contest and a duel at close quarters by two officers armed with shaving tubes. Later the 3000-man crew settled down to eating a 500-pound cake.

*Lake Champlain* was first commissioned in the fading days of World War II and held the East to West Atlantic Ocean crossing record of four days, eight hours until that time was beaten by the *ss United States* in 1952.

Until the truce declaration, the carrier had been adding her bit to Task Force 77 air strikes against North Korean Communist forces.

## Conservation Ideas

A new booklet with 500 military conservation ideas is being distributed to all ships and stations.

Published by the Navy and titled *Aircraft Runways to Zinc* (NavExos P1212), the booklet is designed to spread the use of conservation measures which have been adopted successfully at various Naval activities.

The list of conservation ideas used in the booklet was compiled by the Office of Naval Material from reports of conservation measures that have been adopted by various ships, stations, bureaus and offices throughout the Navy. While thousands of savings measures are reported regularly, the 500 finally selected are considered to be most applicable throughout the service.

The conservation ideas are arranged under various headings, including aircraft runways, batteries, clothing, electrical equipment, fuels, maintenance, medical material, office equipment, provisions, rags, signs, soaps and detergents, water and zinc.

The booklet was published as a part of the Navy's Integrated Conservation Program. Objectives of this program are:

- To develop "material consciousness" in each service individual.
- To foster the utmost economy in the use of material.
- To make maximum use of substitutes for the critical materials required in modern weapons.



### Third Forrestal-Class Carrier

Plans for a third aircraft carrier of the *Forrestal* class, the construction of a number of mine vessels and landing craft and the first reconversion of a *Midway* class aircraft carrier have been added to next year's shipbuilding program. (A summary of the remainder of the Navy's shipbuilding program in 1954 was outlined in the September 1953 issue of (ALL HANDS)).

The third *Forrestal* class carrier, like the other two, will be constructed on the East Coast.

The additional new mine vessels and landing craft to be constructed in 1954 are:

- Four wooden hull 165-ft. mine sweepers (AM) of the AM 421 (*Agile*) class.

- One wooden hull 165-ft. mine hunter (AMCU).

- Two LSDs of a new class, the *LSD 28* class, which will be larger and faster than the ones presently in the Fleet.

- One hundred fifty LCMs of the type presently in use in the Fleet.

The Navy also announced that the flight deck and operating arrangement of the *Forrestal* class carriers have been redesigned. The major changes involved are the installation of a fixed island structure instead of the elevator type, a provision for a "canted deck" and the arrangement of steam catapults and elevators.

The fixed island structure, made possible by the unobstructed landing strip provided by the angled deck, will greatly improve and simplify the electronics and communications installations.

The rearrangements of the catapults and elevators will provide for better servicing of planes on the flight deck and hangar spaces and will also remove certain problems in catapult operations present in the original design. Space in the hangar deck will be increased by the removal of activities and equipment to spaces in the fixed island.

This redesign resulted from studies initiated to determine the advantages which could be realized from the highly successful experiments with the angled landing deck of *uss Antietam* (CVS 36), a new and revolutionary development in the landing of aircraft aboard ship, and from the full exploitation of the capabilities of the steam catapult.

Nicknamed the "Steam Slingshot,"

### Youngest Seabee is Four-Year-Old "Utilities Man"

Mobile Construction Battalion One of Guantanamo Bay, Cuba, claims to have the youngest Seabee in the Navy. He is four-year-old Rickie Hale, an honorary utilities man and son of Lieutenant C. R. Hale, USN, of the Fleet Training Group.

One day when a crew of Seabees were installing a new 12-inch water main in the Hale's home neighborhood, young Rickie sauntered over to the crew with a miniature shovel in his hand and announced that he was going to give them a hand.

From then on, Rickie appeared on the job every day dressed in a pair of cutdown Seabee greens. He soon knew the names of all the crew and the project officer, for whom he always had a snappy salute.

Rickie proved to be a real morale booster to the crew and was missed during his nap time each afternoon. When the Guantanamo Bay Carnival was held last February, Rickie



'UTILITIES MAN' — Rickie Hale has been giving MCB One a hand on Guantanamo Bay projects.

took an active part in the parade. Dressed in his Seabee greens and riding his tricycle he sported a big sign lettered "MCB1."

the new steam catapults are scheduled to be installed in all *Forrestal* class carriers. Steam-operated catapults are considered more economical to operate than the hydraulic ones now in operation.

The installation of steam cats will also be a part of the Navy's newly announced program of modernization of the *Midway*-class carriers.

*uss Franklin D. Roosevelt* (CVA 42) will be the first carrier of the *Midway* class to undergo modernization. The Puget Sound Naval Shipyard at Bremerton, Wash., has been assigned the job. This work will include, besides the installation of a canted deck and steam catapults, the addition of stronger arresting gear and elevators. Aviation fuel capacity will also be increased.

The conversions and the new construction of aircraft carriers reflect the latest ideas in carrier design. Improvements which these innovations are expected to bring are:

- Safer aircraft landings and better plane handling.

- More deck edge elevators of greater capacity.

- More aircraft fuel and ammunition stowage capacity.

- Improved systems for controlling the interception of attacking enemy airplanes.

### Training in ROK Navy

The on-the-job training program being conducted by the U. S. Navy for young officers of the Republic of Korea Navy is paying dividends.

U. S. ships in the Far East are staging technical training courses for officers graduated from the ROK Navy Academy at Chinhae, Korea. The ROK Navy consists mainly of patrol frigates, minesweepers, landing ships and tugs.

The usual procedure calls for ROK officers to circulate among the ship's departments, stand watches under instruction and receive training in navigating changes in formation and other problems encountered while running a ship.

One of the most difficult problems in the training program has been the language barrier. Much U. S. Navy lingo is difficult to express in the Korean tongue and it has taken time and study by both students and teachers to overcome this obstacle.

However the program has been rewarding. As one ROK ensign puts it, "We have learned much since working with the American Navy. We have worked hard to receive the most from our training, so that when we report on board Navy ships of the Republic of Korea, we will be good sailors."



## Getting a Princeton Education

The aircraft carrier *uss Princeton* (CVA 37) has added a new twist to its "indoctrination course." The five-day course has been expanded to include training not only for newcomers to the big flattop, but for old-time ship's company members as well.

The new course gives both newcomers and old timers an insight into such subjects as current events, ship's regulations, Navy legal procedures, personal problems and hygiene, aircraft safety, foreign relations and the responsibilities of citizenship.

The size of classes is limited only by the classroom, a small below-decks compartment. Each week, 40 of the 3000 *Princeton* crewmembers are chosen from different divisions to form a temporary "T" (Training) Division. Then, for five days, they attend movies and lectures.

During the Korean conflict, one of the ship's intelligence officers gave talks on the "Korean situation."

The ship's Legal Officer discusses military law, legislation concerning Korean veterans and other laws of general interest to Navymen. He also gives a brief rundown on the Navy's Legal Assistance Program. (For more on Legal Assistance, see *ALL HANDS* August 1953, p. 48).

The sailor's many questions on pay and allotments are answered in a talk by the Supply Officer, who also covers the functions of supply and disbursing.

In a class on "educational opportunities," the Education Officer

## Certificates of 'Reactivation'

The latest thing in "certificates" in the Navy is the awarding of distinctive ones to Naval Reservists who put in two weeks annual training duty reactivating vessels from reserve status.

The certificates, being issued at eight activation centers of the Atlantic Reserve Fleet, show the outline of the state in which the group is located together with the general type of vessel laid up in reserve at that location.

For example, the Boston Group is shown by a wheel with a hub at Boston and a background of an aircraft carrier. The Texas Group has an oil derrick with small craft in the background. The Florida Group has a palm tree to show Green Cove Springs and a background of escort vessels.

The other groups which receive certificates for activation duty are located at New London, Conn.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; and Charleston, S. C.

shows how the Navy helps men advance as well as prepare for civilian professions through training and correspondence courses.

Other subjects covered in the five-day course are: berthing and ship's cleaning routine, sex education, religion and moral principles, marriage and the Navy family, medical orientation and hygiene, and Air Department safety.

## "Wiggin's Wagon"

"Wiggin's wagon" is a new way to save money. It is also an aerial bomb trailer converted into a scrap car. Lieutenant W. J. Wiggins, USN, a naval salvage officer at the Naval Supply Center, Norfolk, Va., saw ten such aerial bomb trailers that had been declared excess property. They gave him an idea.

He had the trailers taken to the scrap and salvage yard to be assembled. While waiting, he rounded up several old fuel tanks and had a section removed along the length of each tank. The tank was then turned on its side with the new opening facing up and fitted into the space designed to hold bombs on the trailer.

Thus they could be lifted off and on to the trailers by crane.

The tricky trailers have replaced the conventional pallets — sledlike wooden platforms moved by fork lift trucks that previously were used to carry scrap around the Norfolk base.

Now when a load of scrap arrives at the Center, it is sorted according to type into the tank buckets on the trailers and delivered to huge bins where it is prepared for sale.

The wagons have eliminated the expense of repairing or replacing pallets—sometimes as many as 200 a year—that used to be damaged in the moving operations.

## Rhine River 'Attack'

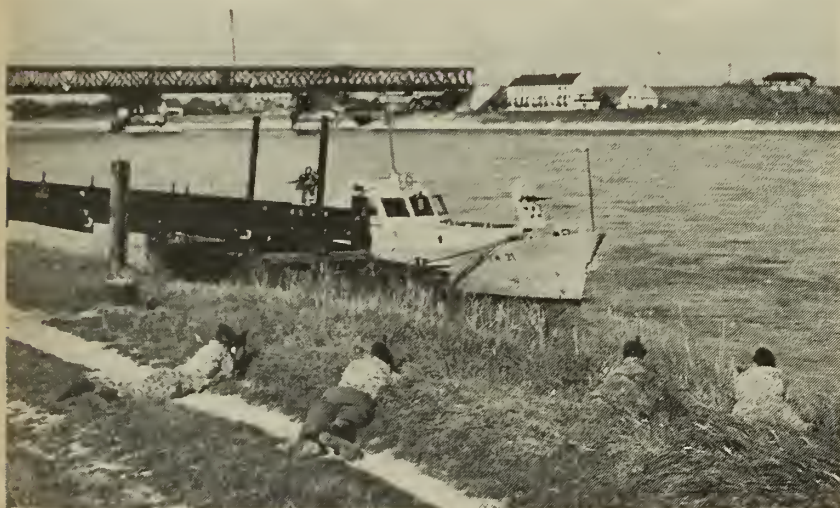
The Rhine River in Germany was the scene of recent "attack" operations against the U.S. and French Naval Forces on the Rhine during a training exercise, "Operation Fullsail."

Forces participating in the exercise included units of the U.S. Navy Rhine River Patrol, French Naval Forces and commando units of the Royal Netherlands Army.

Naval forces on the river were deployed to protect selected key areas of the river against the mock enemy attack. More than 80 river patrol craft manned by 600 French and U.S. personnel took part in the exercise with the Netherlands commandoes acting as hostile saboteurs.

Intensive day and night assaults by the commandos kept the naval forces on constant alert throughout the operations.

The U.S. Navy Rhine River Patrol was set up in February 1949 to assist in navigation of the busy water highway of international commerce.



MEN of the Royal Netherlands Commandos stage an 'attack' on one of the U. S. Navy Rhine River Patrol Craft as part of Operation 'Fullsail.'



## New Field Rations Developed

Seabees, Marines and Navymen ashore in combat in the future will have a much more appetizing and more varied diet, thanks to the development by the Navy of a new 15-day field menu.

Developed with the assistance of the American Food Industry and tested extensively by the Marine Corps, the new ration is composed primarily of canned and dehydrated foods.

The meals served to combat troops in the field and to Seabees will be more palatable and less monotonous than former "B" rations.

For example, during Korea and World War II, the beef and vegetable stew came in cans, already mixed. Under the new process, each ingredient will come in separate containers and the cook in the field will make the stew on the spot.

This "B" ration is to be cooked in field kitchens and served to groups of 100 men or more where fresh food is not available. The new ration is not intended to replace the well-known "C" and "K" rations issued to individuals for "foxhole dining."

The menu is sufficiently varied so that troops in the field could go 15 days without repeating any main course. Recipes were developed by the Navy Cook Task Committee of the National Security Industrial Association.

After the recipes were made up by the committee, they were turned over to Warrant Officer Emmett L. Meadows, USMC, a veteran of World War II and Korea, who tested them on a field range at the Navy's Research and Development Facility at Bayonne, N. J.

The menus and recipes were further tested by the Marines during training maneuvers at Vieques, Puerto Rico, and found to be "highly acceptable" by the men in the field.

Here's a typical day's menu: Breakfast—Plums, oatmeal, milk for cereal, hashed brown potatoes, bacon, scrambled eggs, catsup, bread, margarine, jam and coffee.

Dinner—Chicken pot pie, mashed potatoes, buttered green beans, cranberry sauce, bread, margarine, brown sugar bars, ice cream and coffee.

Supper — Chili con carne with beans, crackers, steamed rice, dill pickles, pear and cheese salad, hot biscuits, margarine, butterscotch pudding and coffee.



USS SAINT PAUL (CA 73), combat veteran of three tours of duty in the Korean theater, completes a neat turn somewhere in Far Eastern waters.

## Jason Hastens, Fills Big Orders

With the end of hostilities in Korea, fighting ships are getting more time to look after needed repairs which otherwise would have been postponed. This means that the work load for the repair ships in the Far East has been increased many times.

Like all other repair ships in the Far East, *uss Jason* (ARH 1) has been showered with a snowstorm of job orders. In a single month, *Jason* completed over 1000 job orders for more than 50 ships.

To accommodate ships needing repairs, *Jason* has practically every conceivable type of workshop and technical skill needed for marine repairs. There is the fire control, ordnance repair, watch and optical shops, blueprint and photo lab, print shop and a pattern shop.

The big ship also has large facilities to provide for the health and comfort of her "customers." These facilities run from a large soda fountain to one of the best dental clinics afloat, excepting those aboard hospital ships.

An example of the outstanding work performed by the crew of *Jason* was shown by the foundry gang when the main thrust bearings of a patrol frigate had to be rebabbitted. There wasn't enough bab-bitt (a type of metal used to line bearing shells) aboard *Jason* but other ships in the area were able to supply enough for the job.

As for the work, G. G. Lewis,

ML1, USN, relates, "Well, there are eleven of us in the shop and we worked night and day for four days to complete the job. There were ten of us working . . . the eleventh man was mess cooking."

It is this teamwork and spirit that make the men of *Jason* typical of the crews of all repair ships in the fleet.

## 'Active Rudder' Undergoes Tests

The Bureau of Ships is presently testing a new German-developed steering device which may increase a ship's maneuverability to such an extent that she will turn on a dime.

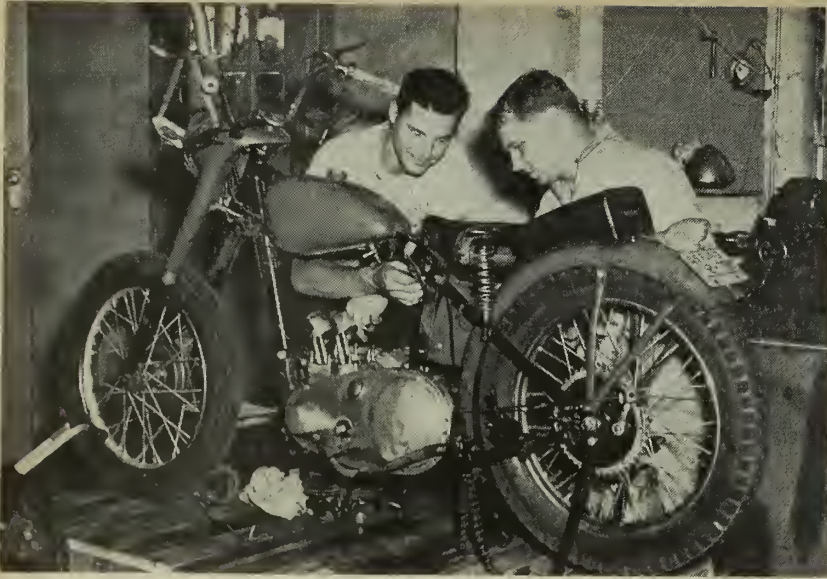
Two models of this new device, called an "active rudder," are now undergoing tests at the Engineering Experimental Station, Annapolis, Md.

The active rudder is actually a small propeller and power unit fitted into a section of the ship's rudder blade. Its thrust can give an active turning motion to the ship, whether the ship is moving at high or low speed or even dead in the water.

The active rudder will be controlled from the bridge and should improve a ship's steering capacity, enabling her skipper to maneuver her more easily in narrow waters, around harbors and docks and during fog or other emergency conditions.

The active rudder has a "squirrel-cage" wet motor. It is entirely water-filled and water-lubricated.





WINNERS of 'Double Class' title in the Orange Blossom Trail Motorcycle Race, Richard W. Astley, AD2 (left) and LTJG Lloyd Parthemer, work over 'bike.'

### Cross-Country Cyclist

Despite a strong finish, Dick Berg, 22-year-old dental technician from Great Lakes, Ill., fell just short of breaking the cross-country bicycle racing record held by Marine Corporal Don Mainland.

When Berg finally pulled up in front of New York City Hall, to be greeted there by Mayor Vincent Impellitteri, he had put 3200 miles under his wheels in 14 days, 16 hours and 45 minutes.

Mainland's record, which the Marine set in May of this year, is 14 days 11 hours and 50 minutes.

To get an idea of how fast this is, take a look at the record book. Before the two cyclists smashed the record to pieces, the best time for a cross-country bicycle jaunt had been 20 days plus!

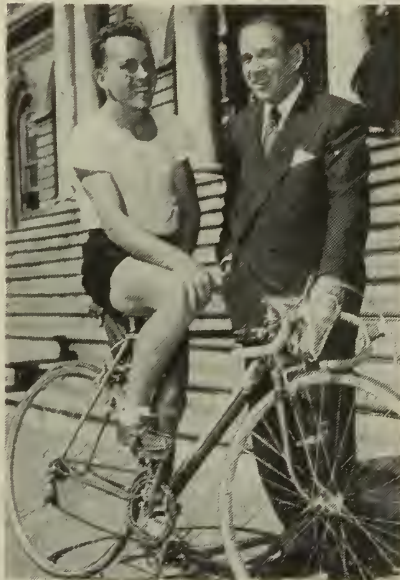
This was Berg's first — and last, according to him — coast-to-coast journey on a bike. "Conditions were perfect for the trip," he said, "except for a little sandstorm in Albuquerque, N. M."

"That 'little storm' he's talking about," interrupted Bill Olsen, a former Air Force Sergeant and Berg's trainer and lifetime buddy "was a 14-hour sandstorm, the likes of which you've never seen. The winds were blowing nearly 60 miles an hour and the trees were bent to the ground. The winds were hitting Dick from the side at about 40 miles an hour when we decided to sack in for the night."

Berg took the southern route

through Arizona, New Mexico, Texas and Oklahoma, then turned northeast through St. Louis, Mo., southern Illinois, Indianapolis, Ind., Columbus, Ohio, and finally across Pennsylvania to New York.

The longest single stretch without rest was between Columbus, Ohio, and Harrisburg, Pa. That 400-mile jaunt took Berg 13 hours. The slightly built pedal-pusher, who had taken annual leave to make his 'bicycle ride', is now back on duty at NTC Great Lakes, Ill.



DICK BERG, DN, USN, poses with New York's Mayor Impellitteri after near record-breaking bicycle trip.

### Motorcycle Sailors

Two Navymen, LTJG Lloyd Parthemer and Richard W. Astley, AD2, USN, both from Fighter Squadron 31 of NAS Jacksonville, Fla., have come off the victors in the "Double Class" championship in the Orange Blossom Trail Motorcycle Race.

Victory came to the Navymen in the 86-mile-long timed race despite the loss of 45 minutes spent searching for a bridge that wasn't there and negotiating a river which wasn't marked on their maps.

Thinking they might have made a wrong turn, the men decided to search for a crossing. They had to ride through woods, up and down sand dunes and through deep water puddles—but to no avail. Then they located a ferryboat which turned out to be the answer to their problems. Once across this obstacle, Astley put the "bike" in high gear and with Parthemer hanging on (the second man acts as ballast), the riders zoomed across the finish line.

Contestants were required to average 35 miles per hour and to reach designated turns and check points at exact times. It was necessary to adjust speed constantly as traffic, road conditions and thunderstorms created unforeseen obstacles.

Officials were stationed at secret points throughout the route to record the times made by contestants. The race was run against time, and drivers had to arrive at certain check points at designated times or lose points.

### Atlantic's Top Volleyballers

The volleyball team from Air Transport Squadron One, based at NAS Patuxent River, Md., slammed its way to the 1953 Atlantic Fleet Volleyball Championship, defeating the Fleet Marines 15-11 and 15-9 in the title games. The VR-1 volleyballers reached the Atlantic Fleet Tournament by winning the Air-Lant Championship.

Coached by James Goode, ADC, USN, the VR-1 team included Edmond Yowerski, ADC, USN; Leo Kirk, AD2, USN; Charlie Stoltz, AD1, USN; William Claffy, AD1, USN; Ray Geiger, AMC, USN; Eugene Zdancewicz, AD3, USN; Lawrence Martin, AK2, USN; Don Lilya, AM3, USN; James Lockhart, AMC, USN; and Bennie Suslak, AD1, USN. Suslak was also voted the "Most Valuable Player" of the tournament.



## Navy Sports in '54

The All-Navy and Inter-Service Sports competition for 1954 will include the same sports as in 1953—boxing, basketball, track and field and baseball. The dates and places of the finals of each sport are shown in the adjoining "Sports Calendar."

A few changes, however, have been made in the rules governing participation. Here are the more important revisions made in BuPers Inst. 1710.1A, which contains complete details of the 1954 Navy sports program.

Coast Guard units are now included in All-Navy eliminations and may enter the Inter-Service competition as Navy representatives.

Another change is that now members of one service on duty with another branch of the armed forces may compete as a member of that service's team. For example, if a Marine is in a guard detachment at

a naval base, he may compete with the Navy team. This also holds true for bluejackets attached to an Air Force base, an Army installation or a Marine Corps activity.

The rule governing augmentation also has been more clearly defined. Teams may still be augmented, but only *prior* to entering a naval district or type command championship. Once a team has reached this level of elimination, its roster is "frozen."

Head coaches of Navy teams shall be commissioned officers but this does not prevent naval activities from using as assistant coaches enlisted men or civilians employed throughout the year in positions within recreation programs.

Here are the host activities for the 1954 All-Navy regional eliminations in the various sports:

- **Basketball**—Eastern Naval District Group, ComFive; Atlantic Fleet, CinCLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. The semi-finals will be held at Philadelphia for the Eastern Navy championship and at San Diego for the Western Navy crown.

- **Boxing**—Eastern Naval District Group, ComFive; Atlantic Fleet, ComServLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. Eastern Navy championships will be held at ComSix and Western Navy championships will be at ComEleven, which will also act as host for the All-Navy bouts.

- **Track and Field**—Two Navy teams, a Western Navy team at San Diego and an Eastern Navy team at a site to be named, will be formed by individuals from ships and stations on the West and East coasts, respectively. These two teams will compete in the All-Navy championships to be held concurrently with the All-Marine games at Quantico, Va. Eligible individuals will be given TAD orders from their ships or stations to these two activities on the East and West coasts, where they will undergo final-stage training and depart as a team for Quantico.

- **Baseball**—Eastern Naval District Group, ComFive; Atlantic Fleet, CinCLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. ComOne will act as host for the Eastern Navy baseball series while ComEleven will host the Western Navy games.



**PERFECT 300 GAME**—Frank R. Trusso, SHC, USN, achieved the 'aim' of every bowler with 12 consecutive strikes.

## Chief Bowls Perfect 300 Game

Frank R. Trusso, SHC, usn, of the Submarine Base at Pearl Harbor, bowled a perfect 300 game while playing with ComSubPac in the Hawaiian Interservice Bowling League.

His perfect game—twelve consecutive strikes—came with only one "Brooklyn strike" (a strike where the ball hits the Nos. 1 and 2 pins instead of the Nos. 1 and 3 pins as normal for a righthanded bowler).

By the time Trusso reached his ninth frame, bowling down the line came to a halt and all hands gathered around to see if the Chief could do it.

With poise that would have done justice to a professional, Trusso stood back, measured his pace off and let go with a slow curving ball that smacked directly into the "strike pocket." As the last pin toppled over, the house went wild.

Doing big things like this is almost second nature to Trusso. Frank, together with his older brother Joseph, who is also a chief ship's serviceman, put their younger brother, Sebastian through college.

Not contented with that, the two CPOs then talked their kid brother into joining the Navy.

Frank's perfect game on the bowling lanes had its benefits too. As a result of his outstanding feat, more than \$1000 in prize money has poured into the Trusso household from the American Bowling Congress. Included was a \$500 savings bond, a \$300 check and a diamond ring valued at \$250.

## All Navy and Interservice Sports Calendar



### Basketball

All Navy—7-8 April  
NTC Great Lakes, Ill.  
Interservice—14-15 April  
NTC Great Lakes, Ill.



### Boxing

All Navy—5-6 May  
San Diego, Calif.  
Interservice—12-13 May  
Lackland AFB, San Antonio, Texas



### Track and Field

All Navy—18-19 June  
Marine Corps School, Quantico, Va.  
Interservice—25-26 June  
Marine Corps School, Quantico, Va.



### Baseball

All Navy—16-17 September  
Norfolk, Va.  
Interservice—23-24 September  
Camp Carson, Colo.



# SIDELINE STRATEGY

THE eyes of any basketball coach light up when he sights a lanky fellow who towers above six feet. In 1948, when 6-ft. 5-in. Don Lange (pronounced Lang) wandered into the gym at the Naval Supply Depot at Bayonne, N. J., the eyes of the coach must have lit up like Christmas trees.

Unfortunately, though, the gangling, tow-headed Lange, then a DKSJ, USN, had never played a single game of basketball in high school or anywhere else. Not only that, the Chicago kid was about as graceful and coordinated as a new-born giraffe.

But Don, prompted by well-wishing friends, became interested in the sport and began spending his off-duty hours on the court, practicing hook shots until his skinny arms ached. He improved fast.

From the Intramural class, he graduated to the station varsity—still improving. Transferred to Norfolk, Va., Big Don played with the NAS "Flyers" in the 1949-50 All-Navy championship game against a tough SubPac crew. The "Flyers" defeated the submarine sailors 82-71 with Lange scoring 31 points for the winners.

But the lanky Lange, who plays basketball so relaxed it sometimes fools the spectators into thinking he isn't trying, had more on his mind than basketball. In 1951, he entered the Naval Academy Prep School (at Bainbridge, Md.).

Later in 1951, Don became a midshipman at the Naval Academy. He has continued his court feats at Annapolis and is now considered one of the top basketball players the Middies have produced in many a year. Last season, he received honorable mention on one "All America" selection.

Playing his second season with the Middie varsity last year, Lange just about rewrote the scoring record books at Annapolis. Here are the records he set: Most free throws in one season—111; highest season average—22 points; total rebounds in one season—361; most points in one game—39; most field goals in one game—16; most rebounds in one game—35.

The only two individual marks to escape him were the "Most points scored in one season (487)," and the "Most field goals (191)," both of which, incidentally, belong to Lange's current teammate, Don Clune.

Ex-White Hat Lange, who figures high in Middie coach Ben Carnevale's plans this season, is valuable to the Navy cause for more reasons than just his famous hook shot, which he can flip in with either hand.

"Don has developed a good jump shot and has an accurate set shot from the outside," says Carnevale. "He also leads the team in rebounds. But that hook shot, it's the greatest I've seen anywhere!" —Rudy C. Garcia, JO1, USN.

## ComAirLant Outswims Marines

The well-rounded ComAirLant swimming team retained its Atlantic Fleet swim title, edging the Fleet Marines 98-95 in a thrilling two-day meet that attracted 2500 spectators to the Norfolk pool.

The scoring during the tournament was nip and tuck, with the Leathernecks taking eight first places out of the 11 scheduled events. But ComAirLant's depth in reserves was enough to tip the scales of victory in favor of the Navy airmen.

ComAirLant took two first places with the other top spot going to Fleet Headquarters. Roger Hadlich, former Yale star, scored ComAirLant's two firsts, winning both the one-meter and three-meter diving events and contributing 30 points to the winning team total.

The championship was decided in the final event of the meet—the 400-meter free-style relay. With the scoring tied after the Marines had won first place in the final event followed by ComAirLant, the title hinged on which team would place third.

ComAirLant's No. 2 relay team edged the No. 2 Marine team by two strokes to give the Navy airmen the team championship.

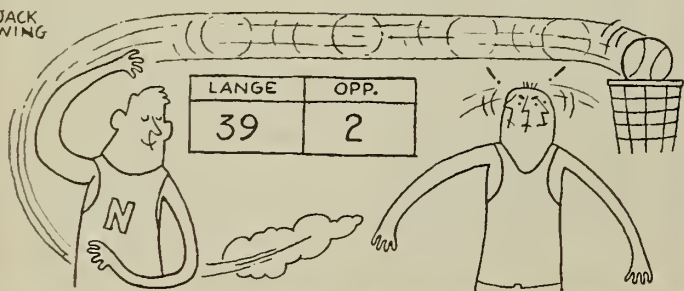
Marine Lou Benza, former Seton Hall merman, was voted the "Outstanding Swimmer" in the Meet. Scoring 21 points, he shattered the Atlantic Fleet 400-meter free-style record with a time of 5-min. 23.3-sec., the 1500-meter free style in 21-min. 33.9-sec., and the 300-meter medley relay in 4-min. 15.9-sec.

Benza's closest competitor for top honors was teammate Bill Sonner, former Ohio State tankman. Sonner broke the 100-meter and 200-meter free-style marks with times of 1-min. 1.1-sec., and 2-min. 56.6-sec., respectively, and then went on to win the 100-meter backstroke in 1-min. 14.9-sec.

Charley Moss, formerly of the University of Michigan, won the only first for Fleet Headquarters, breaking his own Atlantic Fleet 100-meter breaststroke record with a time of 1-min. 12.2-sec.

DesLant finished third in the meet with 59 points while Fleet Headquarters took fourth with 20. BatCruLant trailed with seven points while ComServLant failed to place.—Fred Wichlep, JO3, USN.

JACK WING





# THE BULLETIN BOARD

## More on Annuity Plan for Survivors of Retired Personnel

Complete information and the necessary forms are now out for the Uniformed Services Contingency Option Act, which is the Annuity Plan for survivors of retired naval personnel.

Your disbursing officer has the tables that will tell you how much of your retired pay you will have to put into the plan if you join it, and how much your survivors will receive after your death.

The plan won't be summarized here—that was done in the September 1953 issue, p. 46-47. But it will give you the deadlines that apply and bring to your attention certain other points you should consider.

Here is how the plan affects Navy-men in different categories.

- Navymen, officers and enlisted, who have finished 18 years of service for pay purposes ("service for pay purposes" is not the same as "actual active service") but have not as yet retired have until Apr 1954 to state their desires. Whether or not you choose to enter the plan you will have to fill out a form and select an option or options or indicate you do not want to participate.

- Navymen currently retired on physical disability will pay somewhat more than others. This is because of their physical disability which will on the average reduce their life expectancy. These Navymen will receive the necessary forms and instructions from Bureau of Supplies and Accounts, Field Office, Cleveland, Ohio.

- Navymen in the Fleet Reserve have until 30 Apr 1954 to elect participation or state their desire not to participate. They will receive necessary forms and detailed information with their retainer checks. Retired members can direct inquiries and forward completed election forms, to the Chief of Field Branch, Special Payments Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.

- Regular Navymen with less than 18 years' service for pay purposes have until they finish 18 years to decide what to do. It is perhaps better not to obligate yourself until

necessary to do so as there might be a change in your dependency status.

- Reservists, active or inactive, who have not finished 18 years' service for pay purposes are under the same provisions as the Regular Navyman in the same circumstances.

- Reservists who have completed 18 years' service for pay purposes have until 30 Apr 1954 to enter the annuity plan or to signify their desire not to do so.

There are certain points in connection with the annuity plan that you might like to consider. In simple terms, it is a non-profit plan designed to furnish your survivors with an income for the remainder of their life or until they remarry, marry or become 18 years old.

The idea here is that your retired pay now stops with your death, but with the annuity plan your surviving wife or children or both will receive the percentage of your reduced retired pay (one-eighth, one-quarter, or one-half) that you select under the various Options offered.

It is well to consider Option 4 carefully. This is the option which allows you to terminate your allotment to the annuity plan in the event the dependents selected by you should die before you do. In such an event, and if you hadn't selected Option 4, you would be compelled to continue payment to the fund with no chance of receiving any benefit therefrom, since beneficiaries cannot be changed or added to once you have made a selection and start paying into the plan.

There is another thing in connec-

tion with the plan that deserves your attention. Although modifications are permitted while on active duty, once you have retired and started paying into the plan, you are committed and cannot withdraw. Only in the case of a Navyman retired on physical disability and subsequently determined fit for and restored to active duty will a participant be allowed to withdraw.

The plan is so designed for the cheapest possible payments by you and a maximum possible gain for your survivors.

In general the plan provides flexibility of choice and can be of the greatest importance to your survivors. Before determining your course of action, you should, if approaching the completion of your 18th year of service, examine every detail of the plan. Within its structure you are almost sure to find an option which will fit your needs. Therefore hasty and ill-considered action should be avoided.

Perhaps your first question is "How much will this cost me and how much will my survivors receive?" Each person has an individual case, but let's take a hypothetical Navyman to show you a typical example.

Chief Brown retires, for reasons other than physical disability, after 1 May 1954 at age 42 with a wife age 39. He has over 22 years' service and a gross retainer pay of \$159.76 per month.

Brown selects Options 1 and 4 and elects to give his wife one-half of his reduced retired pay. This means she will get one-half of his reduced retired pay which is his gross retired pay less the cost of participation. The "reduction factor" (which can be found in the percentage cost tables) multiplied by Brown's gross retired pay is the amount he has withheld from his monthly retainer pay and in his case amounts to \$14.67 per month.

His monthly retired pay is consequently reduced to \$145.09 per month. Upon Brown's death, his widow will then receive, until she remarries or dies, \$72.55 per month. If his wife should die first, Brown's



"One . . . two . . . three . . . four . . . five . . ."



## New Navy Chaplains Have Wide Service Background

A group of 33 new chaplains representing 13 different denominations and with wide previous service in the armed services recently completed the eight-week indoctrination course at the Chaplain School, Newport, R. I., one of the largest classes to be graduated since World War II.

For the first time, the Greek Orthodox and Seventh-Day Adventist faiths are represented among the Navy's "sky pilots." The new representatives are Lieutenant (junior grade) Steve Karras, representing the Greek Orthodox church, and Lieutenant (junior grade) Robert Lee Mole of the Seventh-day Adventist faith.

The new chaplains have a variety of service backgrounds. Chaplain Robert Allen Canfield of the United Presbyterian Church in Alameda, Calif., is a former master sergeant with six years' Marine Corps duty. He served with the First Division at New Britain, Pelelieu and Okinawa. His decorations include the Silver Star and two Purple Hearts, and he has had experience as an athletic instructor at the San Rafael Military Academy, and as intern chaplain at the State Prison, San Quentin, Calif.

Lieutenant (junior grade) Vernant Crawford, a chaplain of the Evangelical United Brethren Church, had a previous tour in the Navy as a storekeeper, third class,

and served in USS *Cumberland Sound* (AV 17) during the Bikini atom bomb tests in 1946.

A pharmacist's mate first class in World War II is now a Navy Chaplain, J.A.S. Fisher, Southern Baptist from Shreveport, La., saw action at Kiska, Tarawa, Kwajalein, Saipan and Tinian and received the Navy Commendation Ribbon and Navy Unit Citation.

Lieutenant (junior grade) Thomas G. Hawkins is another Southern Baptist chaplain from Louisiana. He served with the 110th Seabees on the Marshall Islands and again on Tinian.

Another former enlisted Navyman is Chaplain William R. Howard. He served in the Navy as quartermaster, third class, and later taught high school at Frankfort, Ky. Chaplain Nick Karras graduated from St. Paul's Religious College, Corinth, Greece. After seven years experience in the pastorate, he enlisted in the U.S. Navy, taking his recruit training at NTC, San Diego, Calif. Later he served at the Communication Center, Guam, for 11 months just prior to reporting to the indoctrination course for chaplains at Newport.

Lieutenant (junior grade) Donald F. Kingsley, Jr., a Methodist chaplain from Brooklyn, N. Y., is a graduate of the U. S. Merchant Marine Academy, Kings Point, N. Y., and served more than three

years as a licensed Deck Officer in various merchant ships.

A former aviation structural mechanic third class, Chaplain Wilson L. Lofland, is a Southern Baptist from Rockwass, Tex. He saw naval service at NAS Corpus Christi and NAAS Kingsville, Texas.

Lieutenant (junior grade) Withers M. Moore, a Methodist chaplain from Camden, Ark., has more than nine years' military service, including duty as Transportation Officer, SOPA, Administration at Tsingtao, China.

Roman Catholic Chaplain Martin J. O'Looney, of the order of Paulist Fathers, of San Francisco, Calif., served four years in the Merchant Marine. Lieutenant (junior grade) Harold A. Shoulders, Southern Baptist minister from Franklin, Ky., served as an aviation radioman for 34 months.

Lieutenant (junior grade) John E. Thompson, a Southern Presbyterian Chaplain from Lynchburg, Va., went through torpedo school at the Newport, R. I., Naval Station in 1943.

Chaplain John W. Wagenseil, a Christian Science Chaplain from Oakmont, Pa., was a former lieutenant commander in the line. He served as Air Navigation Instructor at NAS Pensacola from 1943 to 1947 and was instructor of Electrical Engineering at the Naval Academy from 1948 to 1953.

retainer pay would be restored to \$159.76.

You should be reminded here that we are dealing with *gross* figures, that is with retired pay before income tax, insurance and other deductions are removed.

As an example of how an officer will fare under the annuity plan, consider a captain retired after 1 May 1954 for reasons other than physical disability. His age upon retirement is 53 and his wife's age is 51. The captain elects Option 1 with a one-half annuity for his wife.

His retired pay is \$544.64. Using the same method of computation as we did for the chief, we find the captain will have his retired pay reduced \$63.51 per month (this amount to be paid into the fund) which will

leave a reduced retired pay of \$481.13. Hence, his widow will receive upon his death, \$240.57 per month, until she remarries or until she dies.

As you can see there are several factors that determine the amount of money you pay into the plan and consequently the amount of money your survivor will receive.

First, whether you are retired for physical or non-physical reasons, then—

- Your age at retirement
- Your wife's age and/or your youngest child's age at your retirement.
- Option (1, 2, 3, with or without 4) and amount ( $\frac{3}{8}$ ,  $\frac{1}{4}$  or  $\frac{1}{2}$ ) elected.
- Amount of your *gross* retired pay.

## New Correspondence Course on Foundations of National Power

The officer correspondence course, *Foundations of National Power*, suspended some time ago because the text material was obsolete, has been completely rewritten based on new text material and is now available from the Naval Correspondence Course Center, Brooklyn 1, N. Y.

The new course, NavPers 10770-A, consists of 12 assignments and carries 24 points credit for Naval Reservists who satisfactorily complete it. Reservists who completed the earlier course may take the new course for additional credit.

Application should be made on form NavPers 922, forwarded via official channels to the Center at U.S. Naval Base, Brooklyn 1, N. Y.

## Bonus for Korean Veterans or Survivors from Vermont, Massachusetts and Michigan

Navyman from Massachusetts or Vermont, or survivors of Navyman from Michigan may be eligible to receive a bonus from their state for service during the period of the Korean conflict if they meet the requirements of their respective states.

• **Massachusetts**—To be eligible for this bonus you must have maintained residence in the state for at least six months immediately prior to entering the service and have served more than 90 days after 25 Jun 1950 unless discharged sooner because of a service connected disability.

The amount of bonus you may receive depends upon the type of service you have had. For example, you may receive \$100 for less than six months' service in the continental U.S., \$200 for more than six months, service in the continental U.S., and \$300 for service overseas.

Survivors may receive \$300 if the veteran died in the service. If the serviceman died after discharge from the service the survivors may receive the amount the veteran would have received had he lived. Eligible survivors include, wife, child or children, mother or father.

Applications may be obtained from: Veteran's Bonus Commission, 15 Ashburton Place, Boston 8, Mass.

Your *Report of Separation from the Armed Forces of the U.S.* (DD Form 214) must accompany your application. However, it will be returned to you after verification of your service.

• **Michigan**—This bonus is a death benefit only and no payments are made to surviving veterans.

Payment of \$500 will be paid to the Navyman's surviving spouse, child or children, parent, or person who acted as parent, or his dependent brothers and sisters (in that order).

In order for the survivor to be eligible, the Navyman must have served on active duty after 27 Jun 1950, and his death, in or out of service, must have been from service causes. In addition, the veteran must have lived in the state of Michigan for six months immediately prior to entering service.

Survivors may obtain applications

from: Commandant (DCRO), Ninth Naval District, Building 1-B, Naval Training Center, Great Lakes, Ill.

For other information on the Michigan benefit not otherwise available address inquiries to: Adjutant General's Office, State of Michigan, Bonus and Military Pay Division, Lansing 1, Michigan.

• **Vermont**—This bonus is for honorably discharged ex-enlisted men or their survivors.

Bonus payment will be figured at \$10 a month for active service between 27 Jun 1950 and 30 Jun 1953 with a maximum payment of \$120. Survivors will receive \$120 if the Navyman died in service. If the veteran died out of service the survivors will receive the amount he would have received if he were alive.

In order to be eligible for this bonus, the veteran must have maintained residence in Vermont for at least one year immediately prior to entry into the service.

Applications should be obtained from: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

For information not otherwise available write to: Adjutant General's Office, State of Vermont, State Office Bldg., Montpelier, Vt.

## Rules Changed for Membership In Navy Mutual Aid Association

All commissioned and warrant officers on the active list of the Regular Navy, Marine Corps and Coast Guard, including temporary officers, not over 45½ years of age, are now eligible for full membership in the Navy Mutual Aid Association.

Prior to this time all officers had to have at least seven years of service before applying for membership.

Navy Mutual Aid is a non-profit, officer-controlled association organized in 1879 under the auspices of the Secretary of the Navy for the purpose of providing immediate aid to the dependents of deceased officer personnel in the form of a substantial cash payment wired or cabled anywhere in the world, and in the prompt preparation and submission of all government claims.

Interested officers are advised to contact their local "Non-resident Director" or the Navy Mutual Aid Association, Navy Department, Washington 25, D.C.



"Hey, Moose, where did you put my soldering iron?"

## Names of Ships and Units Eligible for Combat Pay

### Announced in New OpNav List

Another list has been published designating ships and units as "Combat Units." The new list covers the period of June-July 1953.

Service in a unit designated a "combat unit" for six or more days in one month—or for six or more consecutive days in two months—means extra pay of \$45 for that unit's members.

Also any crewman who is injured and hospitalized as a result of wounds received in action is entitled to combat pay for up to three months while hospitalized.

Here are the ships and units designated by OpNav Notice 1030 (9 Oct 1953) as combat units. If you were attached to any of these units during this period, you are eligible for the extra pay.

uss *John A. Bole* (DD 755) ..... 3, 8, 9, 13, 14, 15 Jun 1953

\*ComDesRon 7 ..... 2, 3, 8, 9, 13, 14, 15 Jun 1953

\*ComDesRon 24 ..... 15, 17, 18, 24, 29, 30 Jun 1953

uss *Irwin* (DD 794) ..... 15, 17, 18, 24, 29, 30 Jun 1953

uss *Lofberg* (DD 759) ..... 3, 8, 9, 13, 14, 15 Jun 1953

Wonsan Sector, East Coast  
Island Defense Unit ..... 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 24, 25, 26, 29, 30, Jun 1953

Wonsan Sector, East Coast  
Island Defense Unit ..... 1, 2, 3, 7, 8, 9, 10, 11, 12, 13, 16, 17, 19, 20, 24, 26, 27 Jul 1953.

\*Refers only to the staff embarked and has no connection with ships in the squadron.



## Rules on Changes in Rating For Reservists Following Revision in EM Rating Structure

The emergency service ratings of Radioman N (RMN), Radioman T (RMT), Personnelman R (PNR), and the exclusive emergency service ratings, Master at Arms (ESB), Shore Patrolman (ESS) and Transport Airman (EST) carried by Naval Reservists and Fleet Reservists, are being disestablished.

BuPers Notice 1440 gives procedures on how personnel affected may change over to another rating.

- Radioman N (RMN) and Radioman T (RMT)—All enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in the RMN rating, including strikers, will be changed to RM rating in equal pay grade. Enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in the RMT rating, including strikers, will be changed to RM or TET rating in equal pay grade. The rating to which each man is changed will be that rating for which the individual is considered best qualified as determined by review of his service record, naval and civilian training and experience, and his interest.

- Personnelman R (PNR) — Enlisted personnel in the Naval Reserve and Fleet Reserve who are serving on active duty in the PNR rating, including strikers, will be changed to the PNT, PNA or PNI rating in equal pay grade, depending upon the rating for which the individual is considered best qualified. However, no person will be changed to the PNI rating unless he is a graduate of the Personnelman Class C-1 School (Interviewing and Classification). Non-graduates who believe they are otherwise qualified for the PNI rating may submit a request to the Chief of Naval Personnel (Pers-B213) for assignment to this school.

- Master at Arms (ESB), Shore Patrolman (ESS) and Transport Airman (EST) — Enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in any of the above ratings will be processed for a change in equal pay grade to any Emergency Service Rating, in accordance with the provisions of BuPers Inst. 1440.5. Individuals must submit their request for



"Hey, where do you want this safety poster?"

change of rating by 1 Jul 1954.

Changes of rating involving members of the Naval Reserve and Fleet Reserve *on active duty* and *retired* personnel will be a matter of separate correspondence addressed to commands charged with the administration of their records.

A temporary officer holding a permanent enlisted rating being disestablished will be changed to a rating for which he is considered best qualified.

## Selection Boards Announce Promotion of LCDRs and CDRs

Selection boards have announced the recommendations for promotion of 58 commanders and 170 lieutenant commanders in the Dental, Civil Engineer, Medical, Supply and Chaplain Corps.

Those selected for commander included 22 Medical Corps, 30 Dental Corps, seven Medical Service Corps, 19 Civil Engineer Corps, 67 Supply Corps, 21 Chaplain Corps and 4 Nurse Corps officers. Those selected for captain included 25 Medical Corps, 8 Dental Corps, 9 Civil Engineering Corps, 14 Supply Corps and 2 Chaplain Corps.

Immediate promotion to captain, when the officers qualify, will be made for five in the Medical Corps, three in the Dental Corps, five in the Civil Engineer Corps, one in the Supply Corps and one in the Chaplain Corps, a total of 15. To commander there are three in the Medical Corps, four in the Dental Corps, two Medical Service Corps, eight in the Civil Engineer Corps, 30 in the Supply Corps and one in the Navy Nurse Corps due for promotion now.

## Instructor Duty with Naval Air Mobile Training Program Means Sea Credit in Shore Billet

Want some sea duty ashore in the U.S.P

Requests for instructor duty in the mobile trainer units used to give streamlined instruction to aviation personnel at East and West coast shore and fleet aviation activities, are desired from fifth, sixth and seventh pay grade petty officers in the ratings of AT, AL, AD, AE, AM, AO, AB and TD.

Eligible personnel should request assignment to this duty three to six months prior to completion of their normal tour of shore duty.

Personnel selected for this duty in accordance with BuPers Inst 1306-31 will undergo a short period of temporary duty under instruction at Naval Air Technical Training Center, Naval Air Station, Memphis, Tenn., before being assigned to a mobile unit.

The following is a brief description of the types of trainers using instructors.

- *Naval Air Mobile Trainer (Maintenance)*, NAMT(M). This trainer consists of a series of panels displaying suitable mockup and/or aircraft systems (fuel, propeller, engine, electrical, etc.). The unit is transported in a tractor van to the bases of Fleet or Marine air units, or to shore establishments where training on a particular aircraft is required.

- *Naval Air Mobile Trainer (Operational Flight)*, NAMT(OF). This is a self-contained special device permanently housed in a trailer van. It consists of an aircraft cockpit (and flight stations) containing all controls, instruments (operator's panels), and an allied electronically-operated flight simulator.

It trains pilots (and crews, where applicable) in type aircraft by duplicating the operating conditions and experiences which may be encountered in an actual flight.

- *Naval Air Mobile Trainer (Fire Fighting)*, NAMT(FF). This unit consists of crash fire trucks and a trailer van which carries maintenance equipment, cutaways of nozzles and other necessary instructional material.

- *Naval Air Mobile Trainer*

(Munitions, Ordnance, and Rearming), NAMT(MOR). This trainer consists of panels, mock-ups, and equipment to provide familiarization and instruction, in the operation, maintenance, and handling of aircraft munitions and ordnance equipment including guns, sights, turrets, bombs, racks, rockets, fuzes, and JATO. It is also transported in tractor vans.

Orders (which provide for transportation of dependents) are issued whenever a unit is relocated to another area, for a period of five months or more. Although the units occasionally move inland, they generally operate at naval aviation installations along either coast. It is not necessary to change dependents' residence unless long moves are involved. Usually this occurs only three or four times during the course of a two year tour.

Due to rotational losses, there will be a large number of vacancies in this program during the next few months. Here's your chance for some of the choicest sea duty there is.

### Guide for Home-Buying Veterans Available from Nearest VA Office

Veterans planning to buy or build a home with a G.I. loan may obtain a 32-page guide to home-buying at their nearest Veterans Administration office.

Titled "To the Home Buying Veteran," the pamphlet is designed to help World War II and Korea veterans get started on the right foot under the G.I. home loan program.

The pamphlet discusses what a veteran should look for in selecting the neighborhood, the lot and the house itself.

For example, the neighborhood should be convenient to stores, schools and public transportation. The lot should have satisfactory drainage, a garage or place to park an automobile and should be large enough to provide a play area for children.

The house should be inspected from top to bottom with a careful check made to see if the windows

open properly, the plaster is free of stains caused by leaking roof or sidewalls, and the basement is dry. In addition, home buyers should check to see that the house has ample closet space, plenty of light and air from the windows and a sufficient number of electrical outlets. It is important too that the plumbing and furnace be carefully examined and tested for defects.

The pamphlet also covers the costs of home ownership, the contract of purchase, final settlement or closing the loan, and what to expect before and after moving into a new home.

The responsibilities of the veteran home owner and what the VA can and cannot do to assist the veteran are also discussed.

A copy of the pamphlet will be sent to each veteran applying for a certificate of eligibility for a G.I. loan. Veterans also may obtain a copy by writing the nearest VA regional office. There is no charge for the pamphlet.

### Officers in *Sea Lion*, Former EMs, Point Up Paths to Commissions

Former enlisted men make up seven out of the eight officers serving aboard *uss Sea Lion* (ASSP 315). *Sea Lion*, an Atlantic Fleet transport submarine, illustrates the result of the various paths toward a commission offered to enlisted men in the Navy today. Each of the seven officers of *Sea Lion* received his commission under a different program. Here's how they did it:

The commanding officer is Lieutenant Commander Joseph Sahaj, USN. He enlisted in the Navy in October 1935 and was advanced to MM1 in June 1939, aboard the submarine S-40. On 15 Jun 1942 he was appointed machinist, and soon after as ensign. He completed two years of college and a year of General Line School. He now holds the permanent rank of LCDR.

Lieutenant Frank A. Thurtell, USN, is the Operations Officer and Navigator of *Sea Lion*. He enlisted in February 1941. He was a shipfitter second class in 1943 when he received a fleet appointment to the Naval Academy, earning a commission upon graduation.

Lieutenant (junior grade) Duane C. Young, Jr., USN, enlisted as a seaman apprentice in the Navy's V-12 program in 1944. He was discharged to accept an appointment to the Academy in 1945.

Lieutenant (junior grade) Harold J. Fiore, USNR, *Sea Lion's* Engineering Officer enlisted in the Navy in July 1943. He attended submarine school at New London, Conn., in September 1943 and made four war patrols. At the end of the war he was discharged as a gunner's mate third class. Having had two years of college plus two years' active duty, he applied for, and was commissioned, an ensign, USNR, in 1950. He has requested appointment in the Regular Navy.

Lieutenant (junior grade) James M. Hoylman, USN, is the Communication Officer. He enlisted in October 1945. He was discharged as ET3 in September 1947 after completing the Electronic Material School, Treasure Island, Calif. He entered the University of Virginia under the NROTC Program (Holloway Plan). He was commissioned ensign, USN, in 1951.

Ensign Joseph J. O'Rourke, USN, *Sea Lion's* First Lieutenant, enlisted in late 1941. He attended Submarine school at New London. He made four war patrols. In 1950, when he was an engineman first class, O'Rourke was commissioned ensign, USN, under the Limited Duty Officer selection program.

Captain Gregory S. Stone, USMCR, the *Sea Lion's* Combat Cargo and Troop Officer, enlisted in the Marine Corps in July 1943 as a private first class. After recruit training at Parris Island, S. C., he entered officer candidate school. He was commissioned a second lieutenant, USMCR, in December 1943.

The only officer on board with no previous enlisted service is the Executive Officer, Lieutenant Dominic A. Paolucci, USN, who was commissioned as ensign upon graduation from the Academy in 1943.

The officers in *Sea Lion*—seven out of the eight, that is—are good evidence of the extent to which the Navy is tapping its "natural resource" of qualified enlisted men for its officers.—LTJG J. M. Hoylman, USN.



# Want Good Duty? Try Attaches, Missions, MAAGs, or NATO

DO you long for the feel of tropical breezes, to see exotic countries, to hear soft voices speaking a strange language? Is the old routine becoming unusually usual? Want to see new sights, different surroundings, tackle challenging jobs?

There is more than one way in the Navy. One of the best—which incidentally is not too well understood—can be found in BuPers Instruction 1306.6 which outlines how enlisted personnel of the U. S. Navy can request foreign duty with Naval Missions, Naval Attaches, Military Assistance Advisory Groups and North Atlantic Treaty Organization headquarters. Officers are selected by BuPers for these overseas duties subject to the approval of CNO.

ALL HANDS has discovered that many officers and enlisted men assigned to such international mission duty know little about their new assignment, and what it will entail, until they are practically on their way. This article will try to pass along pertinent facts about what such duty is like, who fills the billets, why the units exist at all and the routine

but important information on what you'll need to know in the way of living conditions when you get there.

Here is a brief description of each type of duty:

- **Naval Missions**—These exist in Cuba, Haiti and all South American countries except Uruguay, Paraguay and Bolivia. Officers of various categories are assigned as administrators and advisers. Duties for enlisted men are as instructors and advisers to naval personnel of the country.

- **Military Assistance Advisory Groups (MAAG)**—Located in Europe, the Middle and Far East. Duties here (for both officers and enlisted men) involve acting as instructors and advisers in the operation and maintenance of war material supplied to NATO countries (and a few others) by the U. S.

- **Naval Attaches**—Naval personnel are attached to embassy staffs in 46 countries extending from England to Indonesia. Duties deal almost exclusively with administration and communications. Some aviation ratings are needed here.

- **North Atlantic Treaty Organiza-**

**tion (NATO)** headquarters — Naval personnel may be assigned to Germany, Sweden, France, Italy, Turkey—and Norfolk, Va. Duties are concerned with administration and communications. Personnel assigned to these units function as support for NATO staffs.

A great number of officer classifications and a large variety of enlisted rates and ratings are eligible to apply for the types of duty described above. They are listed in the box below.

Whichever type of duty you draw, you and your family become representatives of the U. S. Concurrent travel is permitted to all Naval Missions, MAAGs and NATO assignments except Formosa. Dependents' travel to the following Naval Attache assignments is either prohibited or dependents may follow only after quarters are obtained: Hong Kong, Burma, Formosa, Indonesia, Iran, Iraq, Japan, Korea, Libya, Malaya, Pakistan, Poland, Romania, USSR, Viet Nam, and Yugoslavia. It is part of your job to help cultivate friendly relations between the U. S. and the country in which you are serving.

The Navy considers this so important that commanding officers are informed that although technical competence is of course important, primary consideration should be given to selecting the person who will be a credit to the U. S. in his job.

There are a couple of points in connection with BuPers Instruction 1306.6 which sometimes lead to misunderstanding.

For one thing, enlisted personnel must have less than 17 years of service at the time the request is submitted. Why? Because the Navy doesn't want to bring you back before your tour of duty is ended. This could happen if you should request transfer to the Fleet Reserve. In such an event your return passage would be at U. S. expense.

For another, your father and mother both must have been born in the U. S. or its possessions. This eliminates the time-consuming and costly process of clearing a person with foreign-born parents for security.

Are you interested in overseas duty of this kind?

If you are, your best first step is to read ALL HANDS, February 1951,

## Here Are the Eligible Ranks and Ratings

As a help to you in selecting your choice of duty, the ratings listed below are included in one allowance or another for duty with Naval Attaches, Missions, MAAGs, or NATO.

Each command is not authorized every rate listed so you should not restrict your choice of area to just one or two places.

The following are eligible:

- **In grade E-7**—QM, GM, FC, DC, RM, RD, SO, MM, EN, AD, TM, MN, ET, FT, AL, AT, EM, IC, BT, ME, OM, TD, AG, YN, PN, TE, SK, AK, DK, JO, CS, UT, CM, HM, and DT.

- **In grade E-6**—BM, QM, GM, FC, DC, RM, RD, SO, EN, AD, MR, MN, FT, ET, AL, EM, IC, YN, TE, SK, DK, PH, AF, DM, JO, CS, CD, HM, and DT.

- **In grade E-5**—FC, RM, MM, EN, FT, ET, EM, IC, AG, YN, PN, TE, SK, DK, PH, AF, DM, JO, CS, CD, UT, and HM.

- **In grade E-4**—BM, RM, EN,

ET, IC, YN, PN, TE, SK, CS, CD, and UT.

- **In grade E-3**—RM, ET, YN, TE, and SK.

In addition to the above, enlisted aviation pilots are eligible, also enlisted women with any of the above ratings except those in Groups IX and X.

Naval Attache duty includes line officers of various ranks and others selected for certain qualifications.

Officers of the line from lieutenant through flag rank are included in Mission and MAAG duty. Commanders (EDO) as well as the following staff officers are also required: Lieutenant through captain for Supply Corps; lieutenant commander and commander in CEC; lieutenant (JG) through captain in the Medical Corps.

NATO includes substantially the same ranks in both line and staff officers as well as line officers with 400 designators.

p. 38. This issue will give you up-to-date information on the housing conditions in the various countries to which you might be detailed, and should help you determine which country you might like duty in. Pamphlets on living conditions in certain foreign countries are also available (ALL HANDS, October 1953, p. 28.)

Suppose, for example, you have been assigned to a naval mission in South America. (For purposes of this article, we will discuss naval missions first, then cover the naval attaches, MAAGs and NATO activities individually, bringing out the differences that appear in other types of overseas duty).

### Duty in Naval Missions

An average mission generally consists of a "Chief of Mission" of the rank of captain or above. Three of the missions, however, Cuba, Haiti and Venezuela, because of their smaller size, have commanders as "Chiefs." Argentina carries a captain as "Senior Naval Adviser." In addition to the chief there are assigned such other officers and enlisted personnel as may be requested by the host government and agreed upon by the U. S.

Usually a mission is made up of approximately six officers and seven enlisted men. Most of the enlisted men are chief petty officers in artificer ratings. One yeoman and one storekeeper are usually carried for administrative work. In addition, most missions have utility aircraft attached to them. Consequently, enlisted pilots are assigned, with one aviation mechanic for maintenance and perhaps and aviation radioman.

There are many preliminary steps before you become a member of one of these teams. The introduction starts the day a fat envelope comes aboard from BuPers containing your orders directing you to report to the Office of Chief of Naval Operations for temporary duty under instruction. This period generally takes about three months and usually includes an eight-week course in a foreign language. Say, for instance you are going to Brazil. Okay, you will learn Portuguese.

During the indoctrination period, you are lectured on the functions of naval missions, the customs and habits of the people and the topography and geography of Brazil. You learn

## WAY BACK WHEN

### Early Corps Distinguishing Marks

Distinguishing marks for the various corps of the U. S. Navy as we know them today—for example, the spread oak leaf and two oorns for the Dental Corps—were not officially established until 1921.

Before that, what we know as Staff Corps officers today were distinguished, with the few exceptions of those corps that temporarily were assigned distinguishing marks, by strips of colored cloth which ran between their gold lace stripes on the sleeve. Each corps of the time (after 1869, when this colored-cloth method of identification began) was assigned a different color, as follows:

**Poy Corps** (established in 1954; name was changed to Supply Corps in 1919)—white cloth.

**Medical Corps** (statute of 1871 established relative rank of Medical Corps officers with line officers)—cobalt blue, later changed to dark maroon velvet.

**Dental Corps** (established 1912)—orange velvet.

**Engineer Corps** (established 1842 and abolished in 1899)—red cloth.

**Naval Construction Corps** (members first designated staff officers in 1863. The Corps was abolished in 1940)—dark violet cloth.

**Civil Engineer Corps** (established 1867)—light blue velvet cloth.

**Chaplain Corps** (Act of 1871 established the relative rank of chaplains with line officers)—lustrous black cloth.



**Corps of Professor of Mathematics** (established 1848 and dropped in 1916)—olive green cloth.

Incidentally, before the colored stripes came into fashion; officers of the different corps were distinguished, with the few exceptions noted above, merely by details of their uniform such as the number or color of buttons on lapels; cuffs and pockets; epaulets; cut of coat; arrangement of gold lace, ornament, etc.

The use of colored cloth as a corps distinguishing mark was dispensed with in Uniform Regulations Change No. 25 of 1918 (actually effective in 1921). Except for minor revisions, this change provided for the corps devices now in use.

many things about the country, its religions, politics, schools, etc.

You may even attend instructor's school if you have been picked for an instructor billet. You are also assisted in obtaining passports, immunization and transportation for yourself and your family, in crating, shipping and transportation of household effects, and in many other problems that come up in connection with moving bag, baggage and family to another country.

You may have been transferred a few times before and have some experience in such problems, but moving to a foreign country will probably introduce you to a few that you will find unique. For instance:

- **Furniture**—May arrive up to 60 days after you do.
- **Immunization**—This is required not just for you but also for wife and children.
- **Pets**—A problem requiring spe-

cial shipping crates, immunization and permits. If you take one, check into the details.

- **Purchase of extra clothes and household utensils and kitchen equipment.**

- **Car**—This brings up extra problems. First, check into the advisability and need for a car in the location to which you are assigned. Then investigate the requirements.

You will find out that some extra compensation goes with the new job. Enlisted men may receive up to \$2200 per year in addition to their regular pay—and they'll need every cent of it. Officers receive as much as \$4000 more to pay for their increased expenses, obligations and responsibilities. These amounts, very carefully figured, are based on a comparison between the cost of living in Washington, D. C., and the cost in the country concerned and are fixed in accordance with the per



diem rates granted personnel in the U. S. (when not furnished quarters and messing facilities).

Recently a cut was made in over-sea per diem subsistence allowances which may have substantially reduced the extra total allowance you may get. Check the Joint Travel Regulations for recent changes.

This extra compensation plus first class traveling accommodations and shipment of household effects and car, to and from your new duty station, is not paid by the U. S. but by the country concerned.

There will be some expenses too. It will be necessary to purchase some items of clothing to last for a two-year period and various items of furniture such as a refrigerator, stove, deep freeze, etc., if such items are not already owned. In addition, it is highly desirable to have \$300 to \$500 cash available when you arrive at your new station.

The greatest outlay will probably be in clothes you and your family will need to live in the country where you are assigned.

Also, adequate housing is often expensive and difficult to find. You may have to live in a hotel until you can find an apartment. Even when found, the apartment lease might demand up to a year's rent in advance.

Then there are the "little things," the adjustments to be made. For example, many South American countries use a different electrical voltage and cycle and you will have to get converters for the electrical appliances you should or may want to take along, ranging from refrigerators and irons to radios, record players, television, etc. You must also bear the cost of insuring your car en route to your new duty station.

In regard to housing, an unfurnished house or apartment at overseas stations does not usually come

equipped with a stove, hot water heater or refrigerator.

Also most Navymen feel it is desirable to be debt free when they depart. Obviously any monthly payments on a car, furniture, or other items, in addition to your other expenses, could prove nightmarish. Clear title must be shown on a car prior to shipment.

There is some immediate cash compensation. You are allowed by the Navy \$300 for purchase of civilian clothes for yourself if going to a "dual climate" country. If you are going to a "single climate" country the amount is \$200.

Comes the day. You drive up to the port of embarkation, say New York City, in your car with your wife and children (fully inoculated by now) and check in with the local naval authorities.

About your car. If it is a light model, four-door job you are better off, as high-compression engines do not thrive on the low octane rating of most gasoline available overseas. It might be well to have it undercoated to protect the body from the salt air also. Obviously the car should be in good condition—which may call for an overhaul—and the tires should be in good shape. Some Navymen take extra spares overseas with them.

Your car is crated and loaded (be sure to have your car title with you—you'll need it for getting the car aboard ship). Your furniture is packed up by the Navy supply people and will follow you. You will also have to pay the freight on a pet, if you have one. That can run to \$50 or more, depending on where you are going.

Aboard ship your main expenses will probably be tipping and small purchases you may want to make. Tipping varies, depending on the length of the cruise, and this cost is reimbursable to you at the rate of

\$1.50 per day for the first ten days and \$1.00 per day for the next 11 to 20. (see U. S. Navy Travel Instructions). You must make up any difference.

The ship finally docks at Rio de Janeiro, your new station. You don your uniform (to facilitate getting through customs), see your wife and children off the ship and go to a hotel where accommodations have been previously arranged.

After a search (it can be a lengthy one) you finally find an apartment. The apartment is more elaborate than anything you can afford in the U. S. Before signing the lease, it's a good idea to take an interpreter with you and go over it carefully to be certain you understand your obligations. Your first month's rent explains to you why men with more than three dependents aren't eligible for mission duty. Suitable housing would be both difficult to find and to pay for.

The apartment probably has quarters for a servant and you discover that it is worthwhile to enlist the aid of a cook-maid, as marketing for even the simple necessities of life requires help and "sitters" are almost impossible to get.

Incidentally, a maid must be provided with uniforms, linens and bedding and is paid \$20 to \$35 a month, plus her room and board. Many do not speak English, so it's a good idea for both you and your wife to start learning the language.

In regard to food problems, the quality, types, and quantity of food stuffs vary from country to country. Vegetables and fruits in South America, for example, are plentiful in season as most food is raised locally. Tinned goods are not always available and are very expensive. Starches predominate on the local food store shelves and although staples are available, they too are expensive.

It is preferable to buy from the commissary where possible. For items not available locally, it is a good idea to purchase them from a concern in the U. S. that specializes in exporting such orders.

You won't have to worry too much about Junior adjusting himself, but you will have a few things to concern yourself with in regard to his education. Most schools attended by mission children are those established by the U. S. missions or maintained



locally by state or church authorities. (In South America, which is predominantly Catholic, there is usually an abundance of parochial schools to choose from. See the "living conditions" pamphlets or ALL HANDS articles that may have been prepared for the country to which you are going).

In the matter of religion there are usually churches accessible, although they may not always represent your religious denomination. In South America there are numerous Catholic churches; Protestant churches are available too and are generally administered by U. S. clergymen.

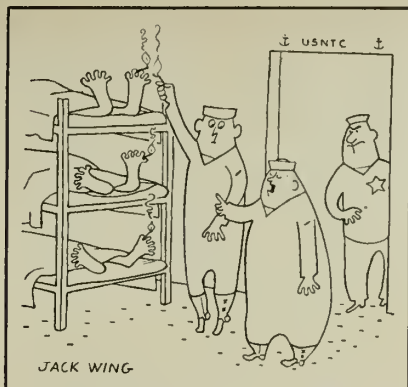
If illness strikes there is probably a joint Army-Navy dispensary available. This doesn't include dental care, but efficient local dentists may be found. In case of serious illness the patient is transferred to the U. S. for treatment. But, as you will find, these are rare cases and the general health of mission members and their families is excellent.

You and your family will enjoy the many local sports and outdoor recreation activities. Swimming is popular because of the fine beaches and mild tropical weather. Sporting equipment is usually purchased through mission PXs or ordered from the U. S. (or, in the case of South American duty, from Panama). There is hunting, and game fishing is popular.

You probably won't attempt to join a local club (the cost usually precludes that), but during the "winter" months you can look at television (in some countries) and listen to short wave radio (BBC is the best received). Local radio programs are musical rather than straight entertainment.

Local entertainment facilities may be comparable, in many cases, to those of large metropolitan centers in the U. S. In South American cities, during certain months, generally June through September, there is a varied program of opera, plays, dances and symphonies. How much depends on the country you're in. A lot of your social life is mixing with the local people. You will find them interested in getting to know North Americans and tolerant of your bad Portuguese (or Spanish). Many, you will find, speak English and are well informed about the U. S.

For all recreation pursuits and



"Bad luck . . . three on a match."

social activities you find the question of clothing coming up. Luckily you have provided yourself and family with what has been recommended and you're glad of it. For yourself (being assigned to Rio) you have two or three lightweight suits for "winter." During the rest of the year you use washable suits (palm beach rayon, nylon, etc.) Your one dark suit is used for informal evening wear. Sport shirts are worn (conservative ones). But you will find that as in Washington, D. C., shirt, tie and coat predominate. Formal dinner clothes are recommended for officers but are optional for enlisted men. The dinner tux with white coat is the usual formal attire. (If there is a living conditions pamphlet for your duty station, you'll be able to find out from that details on clothing requirements.)

Women's and children's clothes (in the case of personnel assigned to Rio duty) generally are the same as required for summer residence in a U. S. city of warm winters and hot summers, supplemented for the lady of the house with a lightweight silk suit for cocktail parties in the cooler months. You should also consider taking a supply of shoes in progressive sizes for the children, especially for the narrow-footed person. Raincoats, galoshes and umbrellas are wise wardrobe items.

Now that you have a sailor's-eye view of mission duty, what about the other types of overseas duty the Navy is offering?

#### Military Assistance and Advisory Groups (MAAG)

The chances are good that the person submitting a request for duty in accordance with BuPers Instruction

1306.6 will be assigned to one of these. Approximately three times the personnel are involved as are assigned to missions.

MAAGs are financed by Congressional appropriations under the Mutual Defense Assistance Program and exist on a year-to-year basis. Thus they are not as permanent as Naval Missions. It is expected that there will be a gradual phasing-out of many MAAGs in the future.

The purpose of a MAAG is to train personnel of another nation's armed forces in the use and upkeep of war material delivered to the country under the Mutual Defense Assistance Program.

The composition of MAAGs generally includes a variety of ranks and ratings. MAAGs are usually "tri-service," including officers and men of the Army, Navy and Air Force. The "chief" of a MAAG is the senior member of the group and is chosen from the service having primary interest in the country. To all intents and purposes your commanding officer will be an officer from your own service.

There are other differences that affect the MAAG member personally. Instead of receiving extra money from the country concerned in American dollars, as does the mission member, you will be paid your per diem allowance by the country concerned (in that country's currency). The exact amount is established by the Joint Per Diem Board each year (see Joint Travel Regulations). Your regular pay, however, is received in U. S. dollars.

Also, the transportation for a member of a MAAG is provided by the U. S. This means you will go by government transportation, subject to



"You guys see a jeep around here without a driver?"



government restrictions on household effects and car, when traveling to your new station. The return trip is by first class accommodations provided by the host country.

At present you can draw MAAG duty in any one of the following countries: Belgium, Denmark, Formosa, France, Greece, Indo-China, Iran, Italy, Netherlands, Norway, Philippines, Portugal, Spain, Thailand, Turkey, United Kingdom and Yugoslavia.

For the purposes of considering the differences in living conditions of these countries, we must generalize. To keep the generalizations within reason we will divide the countries into geographical groups.

Under the heading of the *Far East*, there is Formosa, Indo-China, Philippines and Thailand; in *Europe*, Belgium, Denmark, France, Netherlands, Norway and the United Kingdom. The *Mediterranean Countries* are Greece, Italy, Portugal, Spain, Turkey, Yugoslavia and Iran.

In general, the precautions and preparations as noted for a man with a family going to South America apply equally well to a member of MAAG going to his particular duty country.

In your preparations in Washington while in a temporary duty status, you will be briefed on the specific problems you may expect in the country you have been assigned to. Living conditions, schools, health, recreation, the money situation, travel problems, etc., are all explained and State Department pamphlets are provided.

You will not be expected to attend a language school, but may attend instructor school. To teach the languages to be encountered wherever MAAGs exist would involve teaching French, Spanish, Italian, Arabic, Chinese (several dialects), Greek, Portuguese, Flemish, German, Danish, Norwegian and perhaps even German or a Slovak dialect. This is not done because the host country

is expected to supply interpreters.

Your function while doing duty with MAAG will be similar to that of the naval mission member. Yours is a "nuts-and-bolts" job. You teach and advise foreign personnel in the use of U. S. war material. Most MAAG work is in the field, although there is some instructor duty at larger cities.

If you are selected for a MAAG you will, like the mission member, be confronted with the requirement for additional purchases if you do not already own the necessary items. Again, it is desirable to have \$300 to \$500 cash available when you arrive at your new station.

Once on your new duty station you may be able to save a little money by living frugally, but don't count on it. In the first place, living frugally will mean giving up all the interesting sightseeing, social events and athletic contests that can give meaning to your tour of duty. In the second place, it may be next to impossible to save anything at certain duty stations. So don't go overseas with the idea of putting aside large savings—you'll be disappointed.

In Europe and the Med countries (except for some parts in the interior of Turkey and Iran), schools are available. They may be private schools, state or parochial schools. Upon presentation of your school tuition bill to your local paymaster, he will refund you the amount allowed for schooling for the country in which you are stationed. Many have sent their children to fine private schools in Switzerland (which cost up to \$600 per year). The amount allowed for schools for dependents varies from country to country as does the per diem allowance, but averages about \$225 per year.

In Turkey community schools are often the answer to the problems of coping with language barriers and a lack of local schools. The community schools found in Turkey and Iran often follow the "Calvert System," a teaching guide that includes text books and full instructions that enable the layman to give individual or classroom instruction up to and including the ninth grade. Sometimes a tutor must be found—or you must revert to your little red school house days and do some teaching yourself

## HOW DID IT START

### Ocean Volcanoes

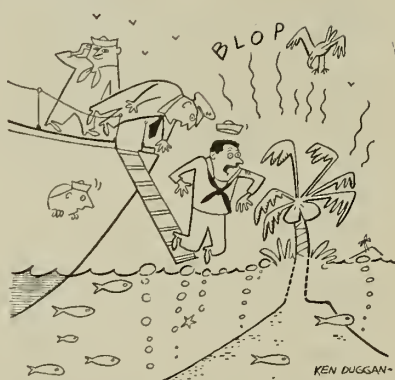
Even to a sailor wise to the ways of the sea, the sight of a volcano erupting in the middle of the ocean can come as a surprise. Yet it has happened—several times—and will probably happen many times again.

If you had steamed recently off the west coast of Baja California (about 360 miles south of San Diego), you might have seen the latest of these freakish spectacles, a cone-shaped formation (just below the water's surface) capped with a crown of boiling mud.

Volcanoes like this sometimes result in a "now-you-see-it-now-you-don't" island. Urania Island, for example, discovered 250 miles south of Tokyo in 1946, was a twin-coned land mass that rose 155 feet above the ocean, then subsided beneath the waters two months later.

An earlier and probably more famous "come-and-go" island was Fonua Fo'ou of the Tonga Islands south of Samoa. First seen in 1867, the island rose to 250 feet by 1885. But gradually, wind and wave eroded the spongy ash, and by 1900 it had vanished. In 1927, a new eruption created an island cone 360 feet high on the same spot. Today, it is again merely a shoal some 50 feet below the ocean's surface.

Three fourths of the underwater craters are believed to be in the Pacific half of



the globe. Pacific shores, geologists say, are nearly all high and rugged, crowned with volcanoes or with young, still growing mountain ranges which vibrate periodically. Atlantic shores, on the other hand are, for the most part, old and stable.

The 1600-mile stretch between Tokyo Bay and Guam is renowned for violent submerged volcanic activity. Although the ocean is more than six miles deep in spots, volcanic upheavals have pierced the surface in the Mariana, Volcano and Bonin Islands. A major oceanic eruption may arise, perhaps, several hundred feet above the surface. Then, it is just as likely to disappear back into the depths.

in order to keep your youngsters abreast in their schooling. In the Far East the same problem exists with possible exceptions in the Philippines. Schooling is a problem and must be so considered.

Housing is available in most European and Med countries. Be prepared to set down from three months' to a year's rent in advance when signing the lease. (In Greece this lump sum can be borrowed from the American embassy which will advance the money; you repay monthly, without interest). This facility is not available in every country, so you should have a lump sum of money ready for payment of advance rents.

Housing in several of the Med countries is definitely a problem. Some apartments do not include lighting fixtures. If it's an unfurnished apartment, you must furnish it from the floor up and the walls in. Furnished apartments include only bare necessities.

Your furniture may take from 30 to 60 days to follow you so the expense of a hotel must be considered. The port of embarkation for household effects is Bremerhaven for Northern European countries. Your furniture is then transhipped to your local address. Your car is not delivered; you must pick it up at the port of entry.

Naples is the port of disembarkation for Italy. Other ports serve applicable countries. In connection with furnishings, certain large chain department stores maintain a special catalog edition for military and government personnel serving overseas. In this connection it is helpful to maintain a state-side checking account.

Medical facilities are sometimes provided for MAAG personnel through a joint service medical officer. European and Med countries have local civilian facilities. The American embassy can always provide you with the names of reputable doctors or dentists.

#### Naval Attache Duty

If you are a YN, DK, TE, SK or RM your opportunities for this duty are enhanced. Generally these are the only ratings eligible for attache duty except for a few AP, AD and AL ratings with which we will deal later.

The familiar problems of housing, money, medical facilities and recre-

ation are similar to those that confront the MAAG and Naval mission applicant.

The average naval attache staff attached to an embassy consists of from two to four enlisted men of the ratings mentioned, plus approximately the same number of officers. Your immediate boss will be a Naval or Marine Corps officer designated as the U. S. Naval Attache and U. S. Naval Attache for Air. Your duties are mostly of a support nature in your rating. Here, your entire pay is in U. S. currency.

You will get the same type of orders to report to the Naval Receiving Station, Washington, D. C., and get the usual processing as described for MAAG and Naval Mission people. Then you are turned over to a different office—"Op-323P"—a section in the office of Naval Intelligence. Here you will get your briefing and processing.

You may, depending on your rating, attend a school. It may be a Foreign Service Disbursing School for DKs, SKs, and YNs, a school which lasts six to eight weeks. If you are an RM or TE, you may attend the Naval Communication School which lasts about three weeks.

When you leave for your new station you will go via government transportation as will all your household effects. Where you go will of course depend upon what you requested, governed by the needs of the service.

You may be stationed in any one of the 46 different countries where naval attaches are located: Argentina, Australia, Brazil, British Crown Colonies of Singapore and Hong Kong, Burma, Canada, Ceylon, Chile, China, Cuba, Denmark, The Dominican Republic, Egypt, England, Finland, France, Greece, India, Indonesia, Iran, Iraq, Italy, Japan, Korea, Lebanon, Libya, Malaya, Mexico, Morocco, Netherlands, Norway, Pakistan, Peru, Philippine Islands, Poland, Portugal, Ro-



"Happy New Year"

mania, Spain, Sweden, Thailand, Turkey, USSR, Uruguay, Venezuela, Viet Nam and Yugoslavia.

For APs, ADs and ALs the following countries are available for duty as pilots and crewmen for the utility aircraft attached to the embassy: Australia, Denmark, Egypt, England, France, Greece, India, Iran, Iraq, Italy, Korea, Mexico, Philippine Islands and Spain.

There will be no mention of housing and other related matters here; the same problems exist for the attache-assigned person as for the others. The Navy has ironed out most of the rugged bumps that represent expensive living problems in certain of these countries by increasing per diem allowances for those personnel living in high-cost areas.

#### North Atlantic Treaty Organization (NATO)

We now come to the North Atlantic Treaty Organization (NATO) with its various components.

If your rating is either in administration or in communications, you can be ordered to a NATO activity. NATO units usually involve more men than the others, but less variety in the ratings required. In any event, you will know if you are assigned to a NATO billet as it will so state in your orders.

You will come to Washington, D. C., for your processing just as do the Mission, Attache and MAAG people. This generally takes a minimum of two weeks. No schools are attended as you will be engaged at your NATO station only in duties peculiar to your rating.

NATO duty is different from other types. When you're on duty with NATO your superior officer may be

#### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. (c) USS Ranger (CV 4).
2. (a) 4 June 1934.
3. (b) A swept channel.
4. (c) Mine hunter (AMCU).
5. (a) Lifting safeties.
6. (b) Check safety boiler valves.



a U.S. officer—or he may be an officer of another Navy. NATO is a team of Navymen of different nationalities, and you become a member of that team.

NATO groups are presently in Frankfurt, Germany; Oslo, Norway; Ankara, Turkey; Paris, France; and Naples, Italy. There is also a NATO headquarters in Norfolk, Va.

To brief yourself on NATO for background information you might want to read *ALL HANDS* for September 1952 (p. 31) and October 1952 (p. 28).

Other problems of foreign duty connected with housing, money, school for children, etc., are similar to those outlined for members of MAAGs and Attaches. For details you are encouraged to write to the person you are relieving. The information he can give you can help a lot.

But before you put in for duty with a Naval Mission, a Military Assistance Advisory Group, a Naval Attache or a NATO headquarters, remember this: Your job, once you get to your new station, will be to help other Navymen help themselves. You will help teach them the things you have learned about your mutual interest—ships and the sea. You might find your foreign counterpart can teach you a thing or two also.

## Housing Conditions in PRNC Area Improve, But Still Critical

Housing conditions in the area under the Potomac River Naval Command are still in the critical stage, but the last year or so has shown some improvement. Title VIII and Title IX housing additions for the posts outside Metropolitan Washington have helped the situation somewhat.

As in many other commands, there is a standing list of applicants. Chances are, if you have your name on the list, it will take from nine to 12 months before your name tops the list. As things are at present, there is not likely to be a change in the housing shortage. PRNC handles housing for nearby Maryland and Virginia stations and units.

Types of housing include, besides Title VIII and Title IX, Naval Defense Rental Housing, Title III housing, dormitories, and trailer facilities.



"Anybody here called 'Tex'?"

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as certain *BuPers* Instructions, *BuPers* Notices, and *SavNav* Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since *BuPers* Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, Instructions and Notices for complete details before taking action.

*Alnavs* apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers* Instructions and Notices apply to all ships and stations.

### Alnavs

No. 50—Tells what to do about possible faulty grounding of 16 mm. motion picture projectors.

No. 51—Announces the selection of 26 officers for temporary promotion to the grade of colonel in the Marine Corps.

No. 52—Concerns non-payment of sea duty pay in certain cases of absence on TAD ashore.

No. 53—Announces the selection of officers for temporary promotion to the grades of captain and commander in the Staff Corps of the Regular Navy and Naval Reserve.

No. 54—Concerns extra hazardous duty rates on Navy Mutual Aid Association policies for aviators and submariners.

### BuPers Instructions

No. 1111.2A—Revises the procedure for handling and administering the annual NROTC examination to Navy and Marine Corps candidates.

No. 1306.22A—Summarizes the types of instructor duty available to petty officers and states the qualifications POs must have.

No. 1430.6A—Concerns issuing of a notice of advancement in rate to

all enlisted personnel who advance to E-4, E-5, E-6 or E-7.

No. 1520.6B—Lists the men selected for the January class at the Submarine School, New London, Conn., and requests applications from Regular and Reserve officers on active duty for the class convening in July 1954.

No. 1552.2B—Authorizes a new "Atomic, Biological and Chemical Warfare" pocket reference card and states that each officer and enlisted man will carry one.

No. 1610.7—Authorizes informal boards to evaluate the qualifications of naval aviators "who have failed to maintain a reasonable and acceptable level of flight proficiency" or "who lack general aeronautical ability."

No. 1611.4—Prescribes procedures for detaching an officer for disciplinary reasons, for unsatisfactory performance of duty, or other reason.

No. 1650.4—Authorizes a "Combat Operation Insigne," a miniature Marine Corps emblem to be worn by Navymen who fight with the Fleet Marine Force.

No. 1710.1A—Gives a complete summary of the regulations concerning Interservice sports competition for 1954, including eligibility, schedules, financing, transportation, physical exams, publicity and participation.

No. 1741.6—Informs holders of all types of Government insurance what forms to use when changing their beneficiaries.

No. 1926.1A—Brings up to date the Navy's schedule for release of Naval Reserve officers from active duty.

### BuPers Notices

No. 1440 (1 Oct 1953)—Puts into effect changes in the Radioman and Personnelman ratings and certain other changes in the enlisted rating structure.

No. 1433 (2 Oct 1953)—States that advancements to petty officer grades E-5 and E-6 shall be permanent appointments. Advancements to pay grade E-7 will continue to be temporary.

No. 1400 (5 Oct 1953)—Outlines the promotion zones for officers of the line and Staff Corps up for promotion to the grade of commander or captain in Naval Reserve.

No. 1650 (6 Oct 1953)—States the First Marine Division, Rein-

forced, has been awarded the Presidential Unit Citation for its action in Korea in 1950 and names eligible units.

No. 1412 (12 Oct 1953)—Gives information concerning convening of selection boards for promotion of officers, line and Staff, Regular Navy and Naval Reserve, to the grade of lieutenant commander.

No. 1640 (7 Oct 1953)—Announces that courts-martial prisoners heretofore assigned to the Retraining Command, Mare Island, Calif., will now be assigned instead to Retraining Command, Camp Elliott, San Diego, Calif.

No. 1806 (13 Oct 1953)—Makes a significant change in BuPers Instruction 1806.3, which relates to retirement benefits in the Naval Reserve.

No. 1111 (14 Oct 1953)—Announces the annual examination for appointment to the U.S. Coast Guard Academy from enlisted personnel of the Navy.

No. 1626 (14 Oct 1953)—Makes a minor change in BuPers Instruction 1626.7, which concerns discipline of Navy personnel in a travel status.

No. 1211 (29 Oct 1953)—Announces change in title of NavPers 15839 from Manual of Navy Officer Job Classifications to Manual of Navy Officer Billet Classifications.

**Advancement to PO1 and PO2 Are Permanent Appointments**

If you are a petty officer second or first class, and your rate is still temporary, you can expect to have it made permanent in the near future, if it hasn't been already.

This action is being brought about by a BuPers directive, BuPers Notice 1433 (2 Oct 1953). The Notice states that all petty officers of the Regular Navy and reservists on active duty who in the future make the grade to second or first class, will automatically get permanent rather than temporary appointments.

Chief petty officers, however, were not included in the blanket order to make appointments permanent. Because of the large number of chiefs on the active list, and the resulting need for a "cushion" for personnel planning, appointments to CPO will continue to be temporary.

**Deadline Nears for Navymen, Marines Seeking Entrance to Coast Guard Academy**

The annual nation-wide competitive examination for enlisted men of the Navy and Marine Corps for appointments to cadetship in the U. S. Coast Guard will be conducted on 23-24 Feb 1954.

Appointments are based on the standing of a candidate on the eligibility list of those who successfully pass the examination.

The number of appointments is determined solely by the needs of the Coast Guard. The standing of a candidate is determined by averaging his grades in mathematics, English, science and aptitude tests, together with his "adaptability grade." (This grade is assigned by the selection board on the basis of the personal interview report, the applicant's educational and leadership background, and the records submitted with his application).

To qualify for nomination each candidate must meet the following basic requirements (no waivers will be granted):

- Must have reached his 17th but not 22nd birthday by 1 Jul 1954.
- Be a high-school graduate.
- Be unmarried and never have been married.
- Have the following credits, either in high school or college: Algebra—2; English—3; Plane geometry—1; Physics—1; plus eight optional credits.
- Be at least five feet six inches in height but not more than six feet four inches, with vision of 20/20 uncorrected in each eye, and otherwise in good physical condition.

Descriptive booklets concerning the Academy will be forwarded upon individual request made to the Commandant (PTP), U. S. Coast Guard, Washington 25, D. C.

Applications are to be submitted on the forms provided in the above booklet, addressed to the Commandant and forwarded via official channels. Upon completion and submission of their applications and supporting papers, applicants will be notified through their commanding officers of their acceptance or rejection. Completed applications must be postmarked not later than 15 Jan 1954.

Because of the time element involved, candidates stationed outside

the continental U. S. are urged to submit applications no later than 15 December in order to insure clearance of necessary papers prior to the exam date.

In order that personnel assigned to units outside the continental limits of the U. S. may be afforded an opportunity to participate in the exam, the following examination centers have been provided in addition to those listed in the booklet: Argentina, Newfoundland; Antwerp, Belgium; Bremerhaven, Germany; London, England; Naples, Italy; Piraeus, Greece; Trieste, Free Territory of Trieste; Sangley Point, P. I.; and Tokyo, Japan.

All enlisted men of the Navy and Marine Corps who are successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy or the Marine service to accept an appointment. However, candidates should be advised that such discharge does not relieve them of their Reserve obligation in the event the program at the Academy is not completed.

**Regulations on Shipment of Cars And Hold Baggage from N. Y.**

Automobiles of Navy military personnel and Navy civilian employees destined for overseas shipment from the port of New York should be delivered direct to the Naval Supply Depot, Bayonne, N. J. The previous delivery point for such shipments was Pier 26, North River, N. Y.

"Hold Baggage" intended for trans-shipment from the port of New York should be consigned to the Naval Supply Depot, Bayonne, clearly marked to insure proper identity. (Hold baggage is that which will accompany the person to his new overseas station aboard the same vessel but will not be available to the owner). A tag with the following information must be affixed to each piece of baggage.

Your name .....  
Home address .....  
Vessel's name (if known) .....  
Ultimate destination .....  
Type of baggage (cabin baggage or hold baggage) .....

If you can't check your "Hold Baggage" on your railroad ticket, you may arrange for its shipment by contacting the household goods shipping officer at the nearest naval activity. Don't ship it C.O.D.



# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

- ★ KISSINGER, George K., HN, USN, serving with a Marine Infantry Company on 5 Feb 1953.
- ★ LEMONS, George C., HM3, USN, serving with a Marine Infantry Company on 31 Aug 1951.
- ★ MEZIAS, Fernando D., HM2, USN, attached to a Marine Infantry Company on 7 Aug 1952.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

- ★ HITCH, Lyman B., ENS, USNR, serving in Patrol Squadron 42 from 21 Aug 1950 to 31 Jan. 1951.
- ★ HOGAN, Thomas L., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ HOLLOMAN, George H., ENS, USN, serving in Fighter Squadron 111 on 17 May 1952.
- ★ HUTCHINSON, John R., AD3, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 18 Feb 1951.
- ★ JACKSON, Francis A., AL2, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
- ★ JACKSON, John G., ENS, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
- ★ JOHNSON, Eugene F., LT, USNR, serving in Fighter Squadron 884 from 17 Sep to 4 Oct 1952.
- ★ JOHNSON, Roy, LT, USNR, serving in Fighter Squadron 653 on 1 Jan 1952.
- ★ KEANE, James R., LT, USNR, serving in Fighter Squadron 783 on 26 Aug 1951.
- ★ KEARNS, Edward L., LT, USNR, serving in Fighter Squadron 653 on 13 May 1952.
- ★ LAMB, William L., LTJG, USNR, serving in Fighter Squadron 791 on 19 May 1951.
- ★ LA MONTAGNE, Robert P., ENS, USN, serving in Fighter Squadron 52 on 15 Mar 1952.
- ★ LEE, James F., LT, USN, serving in Fighter Squadron 11 on 30 Dec 1952.
- ★ MACKINTOSH, Robert C., LT, USN, serving in Fighter Squadron 112 on 22 May 1952.

- ★ MASSEY, Joseph P., LT, USNR, serving in Fighter Squadron 791 on 18 May 1951.
- ★ McCULLOUGH, William F., LT, USN, serving in Fighter Squadron 112 on 25 May 1952.
- ★ McELHINEY, James V., LT, USNR, serving in Fighter Squadron 53 on 18 Oct 1951.
- ★ McKEE, Samuel, ENS, USNR, serving in Fighter Squadron 653 on 17 Apr 1952.
- ★ McMASTERS, Ronald D., LTJG, USNR, serving in Attack Squadron 923 on 30 Aug 1951.
- ★ McNAUGHT, Donald C., ENS, USNR, serving in Fighter Squadron 51 on 30 Aug 1951.
- ★ NEVILLE, Conrad L., ENS, USNR, (posthumously), serving in Fighter Squadron 192 on 20 Jan 1952.
- ★ OHNERSORGEN, Rudolph B., AL3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
- ★ OWEN, Thomas H., LT, USNR, serving in Fighter Squadron 791 on 8 Jul 1951.
- ★ PARKER, Elwin A., CDR, USN, serving in Fighter Squadron 192 and 193 on 23 and 24 Jun 1952.
- ★ PHILLIPS, Denny P., CDR, USN (missing in action), CO of Fighter Squadron 11 on 23 Jan 1953.
- ★ PILTZ, Franklin, LT, USNR, serving in Fighter Squadron 874 on 31 Aug 1951.
- ★ RADER, Jack B., LTJG, USNR, serving in Fighter Squadron 884 on 29 Jun 1951.
- ★ RAPOSA, William C., LT, USN, serving in Carrier Air Group 101 on 29 May 1951.
- ★ REED, Robert E., LT, USNR, serving in Attack Squadron 115 on 11 Apr 1952.
- ★ RHEA, Otis D., Jr., AL3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
- ★ RUENZEL, Robert L., LT, USNR, serving in Attack Squadron 702 on 20 May 1951.
- ★ SANDS, Jack H., LCDR, USN, serving in Attack Squadron 115 on 7 Feb 1952.
- ★ SCOTT, James H., LTJG, USN, serving in Fighter Squadron 112 on 11 Apr 1952.
- ★ SEVILLA, Bernard, LCDR, USN, serving in Fighter Squadron 51 on 30 Aug 1951.
- ★ SHAUGHNESSY, John R., ENS, USNR, (posthumously) serving in Fighter Squadron 193 on 7 Oct 1952.
- ★ SHOOK, John W., LTJG, USN, (posthumously), serving in Fighter Squadron 884 on 29 Sep 1952.
- ★ SMITH, Harry R., LTJG, USNR, serving in Fighter Squadron 884 on 28 Jun 1951.

- ★ STEPHENSON, Floyd B., ENS, USNR, serving in Fighter Squadron 112 on 11 Apr 1952.
  - ★ STILLWELL, John W., LTJG, USNR, serving in Fighter Squadron 54 on 18 Oct 1951.
  - ★ STURM, Charles B., LTJG, USNR, serving in Fighter Squadron 791 on 18 Apr 1951.
  - ★ THOMASON, Gilbert D., AD1, USN, serving in Patrol Squadron 42 from 24 Aug to 22 Dec 1950.
- Gold star in lieu of second award:**
- ★ BOUDINOT, Edgar J., Jr., LT, USN, serving with Fighter Squadron 52 on 16 Jan 1952.
  - ★ BREHM, William W., CDR, USN, Commander Carrier Air Group 101 on 20 May 1951.
  - ★ CHUHAK, Thomas S., LCDR, USNR, serving in Fighter Squadron 721 on 31 Jul 1951.
  - ★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 on 13 May 1952.
  - ★ FERRIS, James, LCDR, USN, serving in Fighter Squadron 112 on 22 May 1952.
  - ★ HYNSON, Herbert R., Jr., LT, USN, serving in Attack Squadron 115 on 10 Apr 1952.
  - ★ KISNER, James B., LCDR, USNR, CO of Fighter Squadron 791 on 18 Apr 1951.
  - ★ McKEE, Samuel, ENS, USNR, serving in Fighter Squadron 653 on 13 May 1952.
  - ★ ONSTOTT, Jacob W., CDR, USN, CO of Carrier Air Group 11 on 25 May 1952.
  - ★ PROBYN, Robert W., LTJG, USN, serving in Carrier Air Group 102 on 11 Jul 1951.
  - ★ SEAGRAVES, S. Clark, Jr., LCDR, USNR, CO of Attack Squadron 702 on 20 May 1951.
  - ★ TRUM, Herman J., III, CDR, USN, CO of Fighter Squadron 53 on 28 Oct 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

- ★ MORLOS, Armando P., QMSN, USN, serving in USS *Carmick* (DMS 33) on 5 Feb 1953.
- ★ NOTHING, Harold E., BM1, USN, serving in USS *Reclaimer* (ARS 42) on 2 Dec 1952.
- ★ POLACKWICH, Joseph J., Jr., BM2, USN, for rescuing survivors of USS *Partridge* (AMCU 36) on 2 Feb 1951.



# BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ GUILLAUME, Lionel A., LTJG, ChC, USNR, serving with a Marine Infantry Regiment from 29 Apr to 8 Nov 1952. Combat "V" authorized.

★ HAYLER, William B., LT, USN, CO of USS *LSMR* 403 from 16 Nov 1951 to 1 Jul 1952. Combat "V" authorized.

★ HEARNE, Robert B., Jr., HN, USN, serving with a Marine Infantry Company from 6 Apr 1952. Combat "V" authorized.

★ HENDERSON, Charles F., LCDR, USNR, CO of USS *LSMR* 401 from 22 Nov 1951 to 7 Jun 1952. Combat "V" authorized.

★ IZZO, Daniel A., HN, USN, serving with a Marine Infantry Company on 10 Aug 1952. Combat "V" authorized.

★ KENNON, Frank H., Jr., BM1, USN (posthumously), serving in USS *Murrelet* (AM 372) from 9 to 31 May 1952.

★ LEBARON, William F., Jr., LCDR, USNR, serving in USS *Bremerton* (CA 130) from 12 May to 6 Sep 1952. Combat "V" authorized.

★ LESHER, John C., HM3, USN, attached to a Marine Infantry Battalion on 25 May 1952. Combat "V" authorized.

★ LILLY, Percy A., Jr., CDR, USN, CO of USS *Uhlmann* (DD 687) from 15 Jul 1951 to 12 Jan 1952, and Commander of Wonsan Bombardment and Patrol Element of the East Coast Blockading and Patrol Group from 8 to 23 Aug 1951. Combat "V" authorized.

★ LONG, Vance C., HN, USN, serving with a Marine Infantry Company on 17 and 18 Aug 1952. Combat "V" authorized.

★ MACCONNELL, Charles B., HM3, USN, serving with a Marine Infantry Company on 26 Apr 1952. Combat "V" authorized.

★ MAHANNAH, Charles R., Jr., HM3, USN, serving with a Marine Infantry Company on 25 and 26 Aug 1952. Combat "V" authorized.

★ MAHONY, Patrick W., HN, USN, serving with a Marine Infantry Company on 7 Oct 1952. Combat "V" authorized.

★ MANNWEILER, Frederick R., AD1, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ MARZOLF, Philip R., HN, USN, serving with a Marine Infantry Company on 2 Mar 1952. Combat "V" authorized.

★ MCGRAW, Thomas L., Jr., PHAN, USN (posthumously), serving in USS *Oriskany* (CVA 34) on 6 Mar 1953. Combat "V" authorized.

★ McLAUGHLIN, James A., LCDR, MC, USN, serving with a Marine Infantry Regiment from 24 Dec 1951 to 20 Nov 1952. Combat "V" authorized.

★ MILLER, Ray H., LCDR, USN, serving in USS *Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ MINOR, Fred O., BMC, USN, serving in USS *LSMR* 409 on 23 and 25 May 1951. Combat "V" authorized.

★ MUNROE, William R., Jr., LCDR, USN, CO of USS *LSMR* 404 from 8 Dec 1951 to 30 Jun 1952. Combat "V" authorized.

★ O'DELL, Ralph V., AO1, USN, serving in USS *Boxer* (CVA 21) on 12 Apr 1952.

★ PENNOYER, Frederick W., III, CDR, USN, CO of USS *Uhlmann* (DD 687) and Commander Task Force 72 from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ PERUCCA, Michael, HMC, USNR, serving in USS *LSMR* 409 on 23 and 25 May 1951. Combat "V" authorized.

★ PETERSEN, Walter E., HM2, USN, serving with a Marine Weapons Company on 5 Jun 1951. Combat "V" authorized.

★ PIERCE, Charles B., LT, USNR, serving in USS *LSMR* 409 on 17 Jul 1951. Combat "V" authorized.

★ POMEROY, Wesley J., GM1, USN, serving in USS *Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ RAMSEY, John W., LCDR, USN, CO of Fighter Squadron 111 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ REDGRAVE, DeWitt C., III, LT, USN, CO of USS *Redhead* (AMS 34) on 13 and 14 Oct 1952. Combat "V" authorized.

★ ROBERTS, Leigh M., LTJG, MC, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951. Combat "V" authorized.

★ ROBINSON, Leonard, LCDR, USN, CO of Fighter Squadron 64 from 28 March to 31 Aug 1952. Combat "V" authorized.

★ ROCK, Herman K., CDR, USN, serving in USS *Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ ROWNEY, James V., CDR, USN, CO of Fighter Squadron 112 from 25 Jan to 6 Jul 1952. Combat "V" authorized.

★ SCHERMERHORN, Dale V., LT, USN, Commander Mine Division 33 on 10 Sep 1951. Combat "V" authorized.

★ SCHISSLER, George K., PR3, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ SCHLEICHER, LeRoy C., LT, MC, USNR, serving with a Marine Aircraft Group from 25 Aug 1951 to 17 Jun 1952. Combat "V" authorized.

★ SCHREIBER, Robert S., LCDR, USN, CO of Fighter Squadron 194 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ SHEARER, James P., SOSN, USN, attached to USS *Murrelet* (AM 372) on 31 May 1952. Combat "V" authorized.

★ SHEARER, Richard E., HN, USN, serving with a Marine Infantry Company on 25 and 26 Jul 1952. Combat "V" authorized.

★ SNOWDEN, Glen C., HM3, USN, serving with a Marine Infantry Company on 16 Jun 1951. Combat "V" authorized.

★ SNYDER, Francis O., CAPT, DC, USN, serving with a Marine Division from 15 Jul to 15 Dec 1951. Combat "V" authorized.

★ SPERBERG, Franklynn R. LT., USN, member of Naval Communication Unit 38 from 15 Jan to 16 Dec 1951.

★ STENS, Glorn I., HN, USN, serving with a Marine Infantry Company from 13 to 15 Aug 1952. Combat "V" authorized.

★ STRICKLAND, Guy R., LCDR, USN, administrative assistant with the U.S. Naval Contingent, Korean Military Armistice Conference from 15 Jul to 1 Dec 1951.

★ TAYLOR, Francis, M., BM2, USNR, serving in USS *Redstart* (AM 378) on 14 Jun 1951. Combat "V" authorized.

★ TIMMIS, William T., HM3, USN, serving with a Marine Infantry Company on 29 May 1952. Combat "V" authorized.

★ TIRB, Francis W., SA, USN, serving in USS *Zellars* (DD 777) from 24 Jan 1950 to 30 Mar 1951. Combat "V" authorized.

★ VAUGHAN, Douglas R., HN, USN, serving with a Marine Infantry Company on 20 Jul 1952. Combat "V" authorized.

★ VAUGHN, Richard F., HN, USN, serving with a Marine Artillery Battery on 2 Sep 1952. Combat "V" authorized.

★ VOLK, John, HN, USN, serving with a Marine Infantry Company on 12 and 13 Aug 1952. Combat "V" authorized.

★ WALLEY, Marion C., CDR, USN, CO of USS *Walker* (DDE 517) from 12 Jun to 24 Nov 1952. Combat "V" authorized.

★ WALSH, John P., Jr., HM3, USN, serving with a Marine Infantry Battalion on 20 Aug 1952. Combat "V" authorized.

★ WELLS, Wade C., CDR, USN, CO of USS *Tingey* (DD 539) from 6 Jun to 6 Dec 1951. Combat "V" authorized.

★ WILLETS, Robert H., LT, ChC, USNR, serving with a Marine Infantry Regiment from 2 May to 20 Sep 1952. Combat "V" authorized.

★ WILLIAMS, Gordon B., CDR, USN, CO of USS *Agerholm* (DD 826) from 15 Mar to 17 May 1951. Combat "V" authorized.

★ WILSON, Robert W., HN, USN, attached to a Marine Weapons Company from 5 May to 10 Oct 1952. Combat "V" authorized.

★ WINCHESTER, Ronald L., AO3, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ WINNEFELD, James A., ENS, USN, serving in USS *Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ ZABILSKY, John, CAPT, USN, Production Officer, Ship Repair Facility, Fleet Activities, Yokosuka, Japan, from 11 Aug 1950 to 7 Sep 1951.



# BOOKS: VOLUMES FOR THE HOLIDAY SEASON INCLUDE ADVENTURE, EXPLORATION

TALES of Amazon explorations, swashbuckling yarns and war stories will be found among the many good new books for Navymen now on their way to ship and shore libraries. Here are reviews of some of the latest volumes, chosen by the BuPers library staff.

★ ★ ★

• *Lord Vanity*, by Samuel Shellabarger; Little, Brown and Company.

Here's another volume of adventure and intrigue by the prolific author of such books as *Captain from Castile*, *Prince of Foxes*.

Set against a background of awakening revolutionary ideas, formation of secret societies, colonization in the new world, this novel deals chiefly with the adventures of Richard Morandi, musician-actor-writer-soldier.

While fiddling at a fashionable party, Morandi is given a role in an amateur theatrical—a popular pas-

time of the day—and incurs the enmity of Marin Sagredo, a young nobleman, and the friendship of an opportunist known as Tromba.

In a series of adventures, Richard turns up as a galley slave, is later rescued by his real father, a member of the nobility. Thereupon begins Richard's re-education and another series of adventures which take him as far as America.

This is one of Shellabarger's better historical novels and one which should please Navymen.

★ ★ ★

• *Undaunted*, by John Harris; William Sloane Associates.

This World War II novel deals chiefly with a trio of downed flyers, a VIP with a briefcase full of top-secret documents, the crew of a speedy rescue launch, and the men and women at headquarters sweating out the search.

En route home from a mission, a British *Hudson* was forced to ditch in the English Channel. Its crew and lone passenger, Air Commodore Waltby—who was carrying secret documents on rockets back to England—soon found themselves adrift in a dinghy, in rapidly worsening weather.

Rescue planes and vessels were dispatched to locate and bring back the downed airmen before they succumbed to the cold.

What follows is a series of episodes depicting the experiences of the men in the life-raft as they painfully await rescue, and of the crewmen of the launch as they combat the elements, both natural and man-made, while trying to complete their mission.

More interesting, perhaps, than the plot itself are the character delineations of the persons involved—ranging from the shy medic, Milliken, to the blustering Flight Sergeant, Slingsby; from bumbling "Scotty" back at the base to the less than conscientious Skinner aboard the launch.

Navymen, especially those who are familiar with small craft, will find this novel enjoyable.

★ ★ ★

• *The Rivers Ran East*, by Leonard Clark; Funk and Wagnalls.

This is an account of the exploits

of Colonel Clark in his efforts to find *El Dorado*—Land of the Golden Man—and its legendary gold.

Arriving at Lima, Peru, on 10 June 1946 with 10 \$100 bills pinned to his shirt pocket, Clark began his expedition on something less than the proverbial shoestring.

Advised of the many perils he would face—"Your head could be cut off and reduced to 2½ inches."—Clark nevertheless went ahead with his plans, enlisting the help of Jorge Mendoza, young explorer.

The two-man expedition finally got underway, ostensibly to "search for medicines" but, in reality, to seek the "Seven Lost Cities" and the gold so many had failed to find.

Clark was bitten by strange insects, captured by cannibals. Mendoza was stricken with malaria.

Reading almost like a novel, this book contains many hair-raising narratives. Clark, formerly a U. S. intelligence officer, also includes an appendix containing information on the flora and fauna and other data on the Western Amazon "95 per cent new." You'll enjoy this book.

★ ★ ★

• *Quest for a Northern Air Route*, by Alexander Forbes; Harvard University Press.

Early in 1941, Dr. Forbes—then on active duty as a lieutenant commander in the Navy's medical corps—began a series of operations in the far north.

His mission was to survey and chart this barren region with a view to construction of a series of airstrips. The proposed airstrips would stretch from Montana to Greenland and enable fighter aircraft to hop to England on their own power. This would eliminate the need for freighter transportation through waters infested with German U-boats.

Forbes begins his work in an expedition headed by Elliott Roosevelt, then a captain in the Army Air Corps. His explorations cover a lot of ground. Eventually he goes in search of Crowell's Island, charts Frobisher Bay and other points. At various times, he is aided by missionaries, Eskimos, a crusty merchant skipper who has an uncanny knack for navigating in icy waters, and others.

This is an interesting chronicle, written by a man who is known as a physiologist, expert navigator and hydrographer.

## SONGS OF THE SEA

### Whack Fol Tiddy

At daylight in the morning,  
When all hands are called,  
If you do not turn out quickly,  
From your hammock you are hauled.  
It's "Man the fore and main brace!"  
The bos'n loudly bawls,  
"Haul away, ye skulking vagabonds!  
Why don't ye haul away haul?"

Chorus:

Whack fol tiddy follura ladee,  
Whack fol tiddy follura lay!  
Whack fol tiddy follura lay!

From "Good Ship Montezuma"  
—Old Wardroom Song



# SNOWBOUND!

## WITH PEARY AT THE TOP OF THE WORLD—1892

The U. S. Navy's late famed Arctic explorer, Robert E. Peary, USN, tells in his own words how he and two companions survived a driving blizzard to watch the sun rise over the Greenland Ice Cap after the end of the long Northern winter.

Red Cliff House, a small tar paper and wood structure, was so called because of the reddish hills of northern Greenland that rose behind it. The time was February 1892 and the small party of explorers and scientists had already spent six months at Red Cliff House awaiting for spring to soften the biting Arctic winter so they could push ahead with the main project, trekking across the northern reaches of the great Greenland ice cap.

This trek was later to become a reality as Explorer Peary, with one companion, Eiving Astrup, completed the 1200-mile sledge run across the seemingly endless wastes, reaching the northernmost tip of Greenland in the mid-summer of 1892, a spot never before seen by white man's eyes.

The feat for which we best know Peary, the discovery of the North geographic pole, was to come years later, in 1909, after numerous other preparatory expeditions to the northland.

But now the business at hand was to climb to the edge of the giant glistening field of ice and snow called the "ice cap," there to observe the sun as it rose from the darkness after the long Arctic winter.

Late winter is a tricky season in the Arctic. (Red Cliff House was 740 miles within the Arctic Circle on

the northwest side of Greenland). And so it proved this time.

No sooner had the party made its way from the base up the side of the icefield and bedded down for the night in its protective igloo, when a blizzard blew in on them, a roaring, hissing, blinding, suffocating sheet of fine snow which can almost immediately bury any stationary object.

This is the story of how the hardy threesome—Peary himself, Astrup, a 20-year-old Norwegian skilled in the ways of the Arctic, and Dr. Frederick Cook, the expedition's surgeon, a 26-year-old physician from New York City—weathered the driving storm despite the collapse of the igloo, and dug themselves out in the morning to see the sight they had come for, the huge orange sun rising slowly up over the glistening white hillocks of snow.

AT 9:20 in the morning [of Sunday, February 14, 1892] Dr. Cook, Astrup, and I started, dressed in our furs, the Doctor and Astrup with deerskin *kooletah*

From "Northward Over the Great Ice" by Robert E. Peary, Civil Engineer Corps, USN, originally published by Frederick A. Stokes and Co., New York, with copyright of 1898. Reprinted with permission of copyright owner, J. B. Lippincott Co.



# SNOWBOUND!

[jacket] and trousers, and I with deerskin *kooletah* and dogskin trousers. We all wore *kamiks* [deerskin wrapped shoes] and woolen socks. The Doctor and I took snow-shoes, and Astrup his skis. Our impedimenta consisted of reindeer sleeping-bags and hoods, pemmican, cranberry jam, biscuit, tea, sugar, and condensed milk, for two days; alcohol lamp and boiler, canteen of alcohol, two spoons, wind matches, shovel, snow-knife, hunting-knife, alpenstock, camera, note-book, aneroid and compass, swing thermometer, maximum and minimum thermometer, candle and watch, the Dahlgren and Academy of Natural Sciences flags, and two sledge banners. The morning was gloomy and cloudy, and looked so unpromising that I thought it hardly probable that we would spend the night on top, but more likely that we would carry our packs up and return to sleep at the house, going up again Monday morning.

We crossed the snow-covered terraces between the shore and the foot of the bluffs, on our snow-shoes. Then removing them we clambered, on hands and knees, sometimes over bare rocks and snow patches, to the knife-edge crest of one of the eroded trap buttresses springing from the main bluffs. A firm and gradually ascending snow-drift capped this crest, just wide enough at the top for one to walk. It was broken in two places by nearly vertical ladders. We were brought up at last against the face of the abrupt snow cornice of the main line of bluffs, some seventy-five feet below its top. Up this marble steep the Doctor cut steps with his shovel, and following him, we reached the thermometer cairn at noon.

When about half-way up my swing thermometer had shown  $+12^{\circ}$  F., and the current temperature of the spirit thermometer at the cairn was the same. I reached the top, clad only in my boots, trousers, and light guernsey. My *kooletah* was slung across my back. I was more than glad to find my broken leg all right again [Peary's leg was on the mend from a recent fracture]. Although I could not spring from it as quickly and vigorously as with the other, it gave me no pain.

At the thermometer cairn, we put on our snow-shoes and stretched out across the snow-field. At 1:50 P.M., we reached the igloo. At two P.M., the swing thermometer registered  $+16^{\circ}$  F., the temperature of the snow being  $-4^{\circ}$  F. We immediately proceeded to roof in the igloo, which was nine by six feet with a recurving entrance, the walls about  $4\frac{1}{2}$  feet high, and the floor the last summer's icy surface of the ice-cap, about eighteen inches below the present surface. The skis

EXPEDITION found path to ice-cap was long, perilous.



PEARY, dressed in arctic garb and wearing snowshoes, checks instrument during expedition on the 'Great Ice.'

were placed lengthwise on the end walls, supported in their middle by snow-shoes, interlaced and resting on the side walls.

Then a flat roof of snow blocks was laid upon them, and the roof and walls chinked. At three P.M., our house was finished. The temperature at this time was  $+22^{\circ}$  F. and the temperature of the snow still  $-4^{\circ}$  F. The entire sky was a heavy lead colour. The outlines of Herbert and Northumberland Islands were barely discernible, and the lifeless light about us was of such a character that it was impossible to form any judgment of the size or distance of objects. A single snow block could be taken for a snow house.

The house being completed, our packs were passed in, the sleeping-bags spread out, and I immediately started the lamp for our pot of tea. Before six P.M., we had eaten our supper and were snugly stowed in our bags, wearing only our underclothing. Our fur trousers were folded and laid under the upper portion of the sleeping-bags and our *kooletahs* were pulled over the foot of the bags. We could hear the increasing rush of the wind, which had begun blowing just as we got our packs inside, and was now beginning to drift the fine snow into the entrance. At nine P.M., the temperature in the igloo was  $+22^{\circ}$  F. and the barometer read 24.40.

When I awoke, fine snow was drifting in my face. Lighting a candle, I saw that it was four o'clock Monday morning, that our entrance had drifted full, and that the wind had forced a small hole through the end wall of the igloo, through which the drift was pouring in a stream that had already covered to the depth of several inches the foot of my sleeping-bag, and the head and shoulders of the Doctor, who was lying in the opposite direction. The Doctor turned out in a hurry,

plugged up the hole with snow, and then reversed the head of his bag so as to lie the same as Astrup and myself.

Again I fell asleep, only to be again awakened by the roar of the storm and the snow driving in my face. Looking over the foot of my bag, I could just see, in the faint light of day, that the cutting drift had eaten off the angle of the igloo where roof and end wall met, had completely filled that end, and was rapidly covering us. As I watched it, roof and wall melted away as fine sand before a water jet; and by the time I could arouse Dr. Cook, adjust my hood, and tighten my bag, it required a good deal of effort to force myself up through the superincumbent weight of snow. The Doctor also succeeded in liberating himself, but Astrup, who was lying on the other side of the igloo, could not get free.

Telling Dr. Cook to keep a breathing hole open for Astrup, I rose up in my bag, forced the skis apart, rolled out over the wall, bag and all, and reached the shovel at the entrance, then rolled back to the end of the igloo, and crouched against the wall on the outside to get my breath. Then I crept around to the side where Astrup was, and crouching before the howling wind, tore a hole through the side wall and freed his head and body, and with the Doctor's assistance, pulled him out.

Here we were in our sleeping-bags, clad only in our underclothing and with our fur garments and foot-gear buried deep under the snow. We could not have stood up before such a gale if we had tried. All we could do was to crouch, half sitting, with our backs to the storm, in the breach I had made in that part of the igloo wall which was still standing. We sat there hour after hour until nearly night, when the Doctor and Astrup were again both fast, and needed assistance to release them from the drift. While performing this work of necessity, we managed to dig from under the snow a little pemmican and a few biscuits, and ate them. Astrup then wriggled alongside me, and the Doctor rolled a few feet to leeward of where the house had been, and thus night settled down upon us.

We were lying out on the ice-cap over 2000 feet above sea-level, wholly without shelter, on the top of the drift, beneath which our snow hut was buried. The snow flew past us with such a roar that I had to shout at the top of my voice to be heard by Astrup, who was lying partly upon me. After an hour or so, his weight and that of the snow became oppressive, and I worked myself loose and crawled a little to one side and to windward, into the wind ditch alongside the big drift over the house. Here in a sitting posture, with back to the wind and side against the drift, I sat out the night. By lowering my chin upon my breast, I could keep most of the drift out of my face, and by raising my head I could feel rather than see the two dark prostrate objects close to me to leeward, and at intervals shout to them to inquire if they were warm enough.

Occasionally I dozed a little, but most of the time I was studying how we should extricate ourselves from our predicament if the storm continued for several days. My greatest source of anxiety was the fact that the suddenness with which we were compelled to free ourselves from the drift had left our outer clothing and foot-gear deep under the drift, my dogskin trousers being the only thing that was brought out. These, however, and the shovel, I had close to me. I knew that we were good for at least twenty-four hours longer in the bags, but if the

## White Christmas

*Christmas 1891 was as much an occasion as it could be made at Red Cliff House, both for the Peary party and for their Eskimo friends. Here is the explorer's interesting account of this Yuletide spent years ago in the mythical land of Santa Claus himself. One of the northernmost outposts of civilization, Red Cliff House was the scene of a celebration by Peary and his wife before the northward journey.*

Our resources did not permit us to make the merry Christmas time a particularly brilliant event, but there was genial warmth and light, kindly feeling and merry-making at Red Cliff House.

On the day before Christmas, Astrup and Dr. Cook cleared up the large room, put up two Union flags and one of the sledge flags, festooned the ceiling with mosquito-netting, and made wire candlesticks.

At nine o'clock, Christmas eve, I concocted a generous milk-punch, and this with cookies, nuts, raisins, and candies made a very acceptable evening lunch. After the punch, the Christmas numbers (of the previous year) of *Harpers*, *Frank Leslie's*, *Life*, *Puck*, the *London News*, and *London Graphic* were brought out, and we filled the evening with conversation and such music as our talent afforded.

No one made haste to arise on Christmas morning, and it was noon before Red Cliff House was astir. From that time until 4:30 P.M., we were occupied in preparing the Christmas dinner. Then we sat down to our holiday spread and discussed a bill of fare which, with arctic hare and venison for *pieces de resistance*, would not have disgraced Delmonico's.

The two dozen candles in their wire candlesticks beamed mildly upon us, and these, with our *mickaninny sukkinah* (baby sun), as the natives had christened the Argand burner, gave us a cheerful degree of illumination.

At seven P.M., we rose from the table, and, as soon as the dinner debris was cleared away and a venison stew could be made, I invited our [six] Husky friends to a Christmas dinner. Arngodogibsa, otherwise "The Villain," did the honours in my place at the head of the table.

I doubt if anywhere a more unique or joyous party ever sat down to their Christmas dinner. A free use of soap and water had removed all dirt from the visible portions of their bodies; and an evening dress of sealskin coats and bearskin trousers for the gentlemen, and foxskin jackets and trousers for the ladies, made all look very presentable.

Considering their limited experience at Christmas dinners, they acquitted themselves very well. The Young Husband, it is true, was a little boisterous; and Myah endangered the integrity of his eyes by persisting in holding his knife and spoon both at once in his right hand, and then using his fingers for conveying food to his mouth. He also was so rude as to stand up and endeavor to harpoon with his fork some choice pieces in the stew. He desisted, however, when he was reproved by The Villain, who, perhaps, was not so much offended by Myah's gross breach of etiquette as desirous that all should have a fair chance at the stew.

Altogether we had a very enjoyable Christmas.





GOAL ACHIEVED, Peary sees the sunrise on 'Great Ice.'

storm continued longer than that, I should have to try and dig out a *kooletah* and pair of *kamiks*, and get to the house for clothing.

Dozing again, I suddenly awoke to hear a rattling as of hail against my hood, and putting my hand out through the sleeve of the bag, great drops of rain drove against it, freezing as they struck. Moving in my bag, I felt that it had stiffened greatly, but fortunately was not yet frozen down. Calling to the boys, I told them to roll their bags gently from side to side every few minutes to prevent their freezing down, and then anxiously waited developments. The continuation of the rain would, I knew, make the digging out of our clothing impossible, and I had to go down to the house, I should have to wear the upper part of my bag cut off for a *kooletah*, my dogskin trousers, and a pair of reindeer-skin sleeping-socks which I had in my bag cover.

To my infinite relief the rain did not last much more than an hour, and then the snow resumed its sway. Very soon, too, the wind ceased its steady, monotonous roar, and began to come in intermittent squalls. This, I hailed with delight, as a sign of the near breaking of the storm. I fell asleep again. When I next awoke, I found the opening of my hood closed with balls of ice, but the wind was much less violent, and the intervals between

EVERY boulder was encased in ice along the barren route.



the gusts were longer. Putting out a hand and tearing away the ice, I looked out, and to my delight found moonlight flooding the Inland Ice, the moon having just broken through a rift in the black clouds over Herbert Island. It had stopped snowing, but the wind was still whirling the fine snow along the surface.

I immediately conveyed the pleasing intelligence to the boys, and learning from the Doctor that he was cold, I got over to him as well as I could in my sleeping-bag and curled myself around and against the head of his bag, to windward. This expedient did not succeed in making him more comfortable, and as the temperature was rapidly lowering I rolled back, got the shovel, and succeeded in digging a hole, down into the snow.

I then got the Doctor's bag loose, pulled the sleeves out of the frozen crust, adjusted his hood, and helped him to wriggle to the hole, into which he tumbled and curled himself up. I curled myself round the windward edge of the hole above him.

In this way we lay for several hours, the wind gradually dying away, and the light of day increasing. Then I requested [Astrup] to make the attempt to dig out our clothing. I was obliged, however, to go to his assistance, and break his bag free, clear the ice from the opening of his hood, adjust it, and help him to a sitting posture. In doing this, one of the sleeves of his bag was unfortunately torn off, and when he began to shovel, his arm was so cold that he could do no effective work, so I told him to lie down, and I took the shovel.

It was now 8:45 A.M., Tuesday, and after a long time, and with much trouble, owing to the hard snow, the coldness of my hands, and the difficulty of working hampered by my sleeping-bag. I dug out a *kooletah*, a pair of trousers, and a pair of *kamiks*. Astrup then got out of his bag into these, and after a brisk run to limber himself up, took the shovel and continued the work of excavation. The temperature at this time was  $+3^{\circ}$  F., with a light breeze blowing.

As soon as Astrup had dug out another *kooletah*, a pair of trousers, and a pair of *kamiks*, I sent him to help Dr. Cook put them on. The Doctor was now thoroughly chilled again, and anxious to get out of his bag, so that he could warm himself with exercise.

While he did this, I excavated my corner of the igloo and got out the stove, tea, sugar, and milk, and lit the lamp for a pot of hot tea. It was now 11:45 A.M., and the southern sky was a mass of crimson, rose, purple, and green clouds. There was one dazzling yellow spot where the sun was about to burst into view.

I pulled the Dahlgren and Academy ensigns and the sledge banners from my bag cover, shook them out, fastened them to the ski and alpenstock as flagstuffs, and then drove these into the firm snow. At that moment the wind freshened and the bright folds of our banners, the fairest in the world, flew out into the sparkling air.

Then the yellow sunlight fell upon the highest bluff of Northumberland Island west of us. A minute later Cape Robertson, to the north-west, blazed with a crown of glory,—and then the great yellow orb, for whose coming we had so longed, peered over the ice-cap south of Whale Sound.

In an instant the snow waves of the Inland Ice about us danced, a sea of sparkling, molten gold. Neither gold, nor fame, nor aught can purchase from me the supreme memory of that moment when on the ice-cap, far above

the earth, with the rustling of the Stars and Stripes in my ears, I laughed with the laughing waves of the great white sea, in greeting to the returning sun.

Never before from the desolate heights of the Great Ice had man or flag welcomed the breaking of the longed-for dawn which ends the Great Night of the north.

For many minutes we watched the glorious God of Day roll along the southern ice-cap. Then we turned to our hot tea, and the completion of the work of digging out our impedimenta. As soon as I had finished my tea, I transferred myself from my bag to my travelling suit. The reader may imagine the pleasure of this performance. My dressing-room was the Inland Ice, with the wind blowing and the thermometer standing at 3° above zero.

In this airy and expansive dressing-room, I had the felicity of emerging from my sleeping-bag, clad only in an undershirt, and pulling on a frozen pair of drawers and socks, a fur coat and trousers, which were driven full of snow, inside and out, and a pair of *kamiks*, which had to be gradually thawed as I forced them upon my feet. Still I did not feel the cold very much, probably because having been perfectly warm in my bag all the time, I got out of it in a glow of animal heat, and with sufficient reserve of strength and warmth to carry me through the ordeal.

When once the fur garments are on, the sensation of warmth is instantaneous. As far as my own observation goes with reindeer—or dogskin outer clothing, no matter how wet the underclothing or inside of the fur clothing may be, the wearer does not, even while motionless, feel the cold or wind in any ordinary temperature of not lower than -25° F. to -30° F.

The work of excavation completed, we tied up our packs and started for the house by way of One-Mile Valley. The snow was so firm that it easily supported me, even with a forty-pound pack on my back. The force of the wind had been terrific. It had scooped and carved the surface of the ice-cap, in many places down to the ice of the previous summer.

My swing thermometer, which I had buried in the snow on Sunday afternoon, was scoured out by the force of the wind until only two inches of it remained in the snow; and the windward side of the thermometer, the alpenstock, and the Doctor's snow-shoes, which had been driven down into the snow, had a coating of tough, perfectly transparent ice, a quarter of an inch thick. From the head of One-Mile Valley, the surface of the table-land, all the way down to Cape Cleveland, had been swept clean of snow, and the upper portions and sides of Herbert and Northumberland Islands, Cape Robertson, and the north shore of our bay were nearly denuded.

We went rapidly along to the head of the valley, and down the firm, steep snow-drift in its centre. When not quite half-way down I was surprised to find the snow covered with a crust of opaque, cream-coloured ice. The surface of this ice-crust had been beaten by the wind into the form of amygdaloid, or furnace slag. A little farther down, where the rush of the wind had been apparently still more furious, the snow had been scoured away entirely, and the windward side of every boulder, rock, and pebble was cased thickly in ice, slightly yellow-tinted with the fine detritus the storm had scoured from the cliffs.

When I reached the surface of the bay, the change



PEARY saw Josephine Headland 'in purple light.'

was startling. Instead of the deep, level covering of soft snow which was there four days before, there was now over only a portion of it a ragged conglomerate of ice and snow six inches thick at most, while over fully a third of the expanse of the bay the snow had been washed and scoured away completely, leaving the surface of the ice entirely bare. But my attention could not be claimed long by these things, for the glory of the scene around and overhead overpowered everything else.

To the north and east, the sky was purple-black, shading to exquisite blue at the zenith. Overhead a few dainty, feathery clouds glowed with the same iridescent hues [seen on] the humming-bird's breast [or] mother-of-pearl. The western and south-western sky was aflame with dazzling yellow shading into pale rose and green. Against this rose, in silhouette, the majestic cliffs of Josephine Headland swimming in purple light. Misty purple and green lights floated over the far-stretching expanse of ice, giving the countless glistening emerald icebergs an indescribable softness.

*(It was almost five months later before Peary reached the end of this particular journey in the ice and snow country that he loved so well, touching the northernmost tip of Greenland on 4 Jul 1892. It was this strong feeling for the Arctic, as well as the experiences he encountered in his earlier explorative journeys that enabled Peary to reach the North Pole some 17 years later. For an account of this achievement, see the book supplement "Peary Reaches the North Pole," ALL HANDS, December 1951, p. 59.)*

LONG HOURS were spent digging out of collapsed igloo.





# TAFFRAIL TALK

OUT of the Lucky Bag—At Oakland, Calif., the local USO has come up with a new twist, a cake-baking contest for servicemen. We hear that Terminal Island bluejackets are in the thick of it, making dough hand over fist! . . . A recent letter to BuPers had officials scratching their heads. It read simply: "Dear Sir; Please send booklet. Thank you. Sincerely, J. K." . . . White hats wise to the Navy got a chuckle out of a headline in a Harrisburg, Pa., newspaper on the occasion of a change of command at the local training center. The banner said: "TRAINING CENTER GETS NEW HEAD" . . .

Each copy of ALL HANDS is meant for 10 men in the U. S. Navy but we're always glad to hear when an issue gets some additional mileage in the navy of another nation.

The fact that many issues are getting an "international circula-



tion" is proved by the increase in Letters to the Editor from friends abroad. Recently, for example, we have opened letters from Navy readers in Thailand, Mexico, Korea, the Netherlands and Italy.

And out in Kaohsiung, Formosa, a photographer caught several young Nationalist Chinese officers glancing at a copy (see cut). The Chinese were undergoing at-sea training aboard the seaplane tender *USS Salisbury Sound* (AV 13).

From time to time, groups of officers and enlisted men from the Nationalist navy come aboard ships of the U. S. Fleet in "teams" for training. During the time they're aboard, they get an indoctrination in various departments of the ship they board.

How come they can read the magazines? Elementary, my dear Watson. Each man must speak and read English to be accepted for the training.

★ ★ ★

People are always writing in to tell of odd names they've heard about.

There is, we hear, a "John Philip Sousa," namesake but no kin of the famous bandmaster, who is a seaman apprentice at the Fleet Sonar School at Key West, Fla. Not only that but this John also plays music, in the off-hour band at the station. He might even make music his career, he says. His instrument? The sousaphone, of course . . .

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles or general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**Distribution:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of same activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Looking very much like a many-tiered frosted cake, *USS Burton Island* (AGB 1) plows through Atlantic waste lands during a winter 'cruise.'







# FILE HISTORY

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

SUN	MON	TUE	WED	THU	FRI	SAT
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

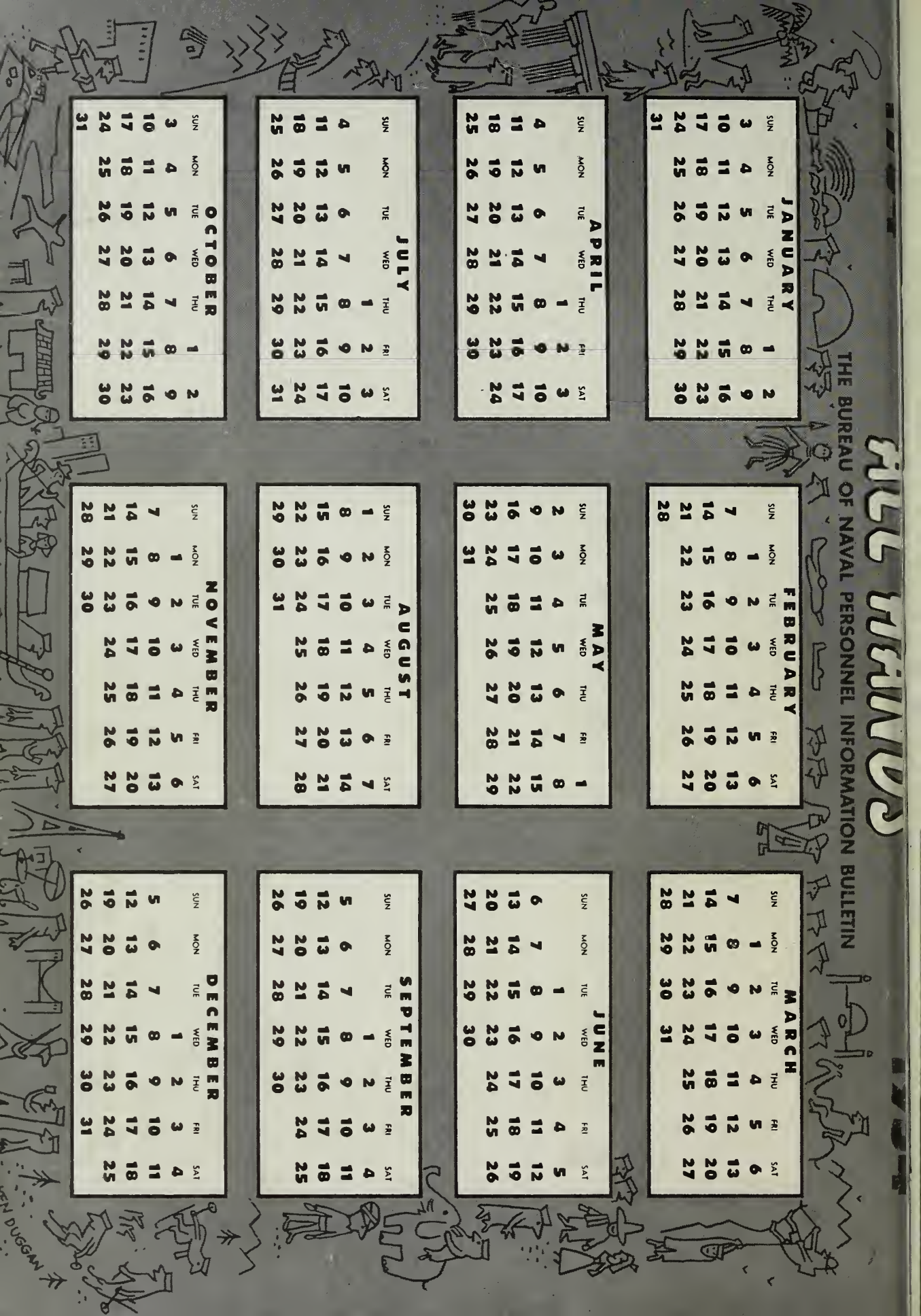
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	















UNIVERSITY OF FLORIDA



3 1262 07233 6273

359.05

A 416

LAD



